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FOURTH ANNUAL MESSAGE

IN FIVE PARTS

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2. AUDITOR'S STATEMENT
3. FINANCIAL DATA
4. DEPARTMENTAL MATTER
5. FOUR YEAR'S OF PROGRESS

J. BARRY MAHOOL
Mayor of Baltimore

February 6, 1911

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FOURTH
ANNUAL MESSAGE

FOUR YEARS OF BIG ACHIEVEMENTS

DEPARTMENTS MADE
FINE RECORDS DURING 1910

FINANCIAL STATEMENT
OF MUNICIPALITY

J. BARRY MAHOOL
MAYOR OF BALTIMORE

1911

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BALTIMORE
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1911

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FOURTH ANNUAL MESSAGE.

"The finances of the City of Baltimore are in such a healthy condition as to entitle it to the highest credit in comparison with other municipalities."

—From Auditors' Report.

Gentlemen of the First and Second Branches, City Council:

It is my privilege, as Mayor, to submit to you my Fourth Annual Message. I have endeavored in the past to keep your Honorable Body informed, from time to time, about all the many municipal problems in which, as public officials, we are mutually interested; and in my several preceding messages I have attempted to submit a number of suggestions and recommendations.

This message will be somewhat longer than its predecessors; but the additional length is unavoidable this year. It must not be forgotten that this is the last lap of the four-year term with which you and I have been associated. During the past twelve months many propositions of intense interest have arisen for settlement—some of which have not yet been pushed to a finality of solution. My desire to review some of those propositions and to supplement the review with proper comments and suggestions will necessarily force me to consume a fair measure of space.

(2) "Lest We Forget."

At the same time I feel that you, as the representatives of the public, will be interested in studying a general resumé of

the municipal work accomplished during the whole period of the present administrative term. It would not have been amiss to classify the details of that resumé under the caption of Kipling's famous words, "Lest we forget." The public is often inclined to be influenced by its more immediate impressions to the utter disregard of all past achievements. The events of the most recent months are usually remembered and measured; while much of what is past, of tenfold more importance than the things of the present, is absolutely and unfortunately ignored or forgotten.

That is why I have seen fit to unfold, as succinctly as possible, a review of the work of the past four years. I commend to your most careful scrutiny and consideration this particular portion of my message. You will find it both refreshing and illuminating. It will bring back to your memory many of our first, or earlier undertakings; and will give you a more definite idea as to the tremendous volume of results which the past four years have produced.

I am frank to confess that the showing, as made, is one to which every fair-minded citizen should point with pride. It is no common or ordinary measure of achievement. It challenges comparison with the best of past similar periods in our own municipal history; and it fears no comparison with the best that other cities can show. As a matter of fact, the evidence of results will contradict all of the impressions which some people, unfamiliar with the actual conditions, have endeavored to create. It is this array of facts that I want to present to you so that you and the balance of Baltimore may see for yourselves that the municipal record for the past four years is one well worthy of the respect and appreciation of our entire citizenship.

(3) Superficial Criticism.

It is strange how prone the average man is to believe the bad. It is worse than strange how slow he is to believe the

good. When we recall how amusingly superficial is most of the criticism which has been leveled at our municipal government, it is amazing to think how anybody could believe it. Volumes have been written and spoken about our municipal affairs. The funny part of it all is that the bulk of the unkind and more violent type of criticism has been by those who have had the least accurate knowledge of the facts.

I could detail to you innumerable instances of false statements and false inferences which have been made in connection with city affairs. I could also show you that in most of those instances, when the falsity of either the statement or inference was subsequently discovered, the ones guilty of their utterance have never had the fairness nor decency to correct the error. That is the reason why many nonsensical notions about the municipality are now prevalent among those of our citizens who never take the trouble to verify the doings or sayings of the chronic "muck-makers." I use the word "muck-*makers*" advisedly. There is a vast difference between the man who rakes over an already existing and veritable "muck" and the man who, out of his malignant imagination, is continually sending forth an artificially *made* "muck." Baltimore, for some time, has been an unfortunate victim. Real truth has been either ignored or distorted for the sake of a sensation. Thrills and effects have apparently been of more consequence than an accurate portrayal of Baltimore as she is. Hence, the present necessity of compiling "facts against fiction" in order to give our people a chance to see our municipality as it is. Not as it is sometimes absurdly caricatured to be; but exactly as it is, in its fair, just and correct proportions.

(4) Not Afraid of Comparisons.

The more we run parallel columns and compare actual, substantial results with any other four years in the city's history; the more we study the multiplicity of the intensely complex questions which have been handled by our officials,

and the success with which, in their finality, they have all been worked out; the more we note the increasing difficulty of financing our many municipal demands, and the coincident effectiveness with which the most of these problems have been solved,—the more clearly, in fact, will we see and the more thoroughly will we be convinced that the present municipal government can boldly submit the record of its four-years' work to public scrutiny without any likelihood of successful attack.

(5) Good Work of City Officials and Employes.

I say this in justice to those who have been working for the municipality. I know how disposed many people are to believe that public officials and public employes do not give to their respective duties the time, the attention, nor the brain-work which those duties demand. There never was a falser doctrine circulated in Baltimore. The average of brains and the average of loyalty to duty in the City Hall will compare more than favorably with the best to be found in any private business house in this city. The high average of results proves that efficiency.

Under the influence of narrow-minded prejudice it has become somewhat of a fad to insinuate that men in public life do not give an equivalent for the compensation they receive. And, yet, so far as Baltimore is concerned, I can take the figures of our own financial reports and, by comparison with like reports in other cities, prove beyond the peradventure of a doubt that Baltimoreans, for the taxes they pay, get more in return for their money than do the citizens of almost any other big city in the United States. I am, also, prepared to prove that there is such a low minimum of petty graft or other wrong-doing among our city employes as to put to shame many of the so-called "machine-like systems" of which our private corporations so loudly boast.

The fact, alone, that our record shows that department after department of Baltimore's municipal government has in comparison with like departments of other cities, achieved a given sum of results at smaller cost to the taxpayers, is of itself a conclusive proof that the City Hall is filled with loyalty and general efficiency. In short, if ability to get results is an evidence of "merit," there is no doubt as to the fact that we have genuine "merit" right here.

(6) The Man on the Job Knows Most About the Job.

Those who criticise public men seldom understand all the facts and conditions. There are some men who have leveled a shaft at some of the things connected with our own record; and, yet, when the true conditions were known a little later there was a keen regret on their part that such a shaft had been aimed. They perceived their mistake. The public ought not to forget that the fellow who *deals* with a situation usually knows far more about it than does the fellow who merely *views* it. The conditions that lead up to a proposition, or which surround it, have much to do with the way it should be handled. The casual observer does not know those conditions with sufficient intimacy to be able to formulate any very correct opinions about the real proposition behind the conditions. And, yet, there is ofttimes a glibness in criticising, even in the face of a complete ignorance of the facts. Nor does the larger measure of ignorance lessen the virulence of the criticism. As a matter of fact, the most scathing assaults upon public affairs are usually made by those who know the least about them. Comparatively few, for instance, in the matter of municipal government, come to the City Hall, which is the fountain head of information, to get the real truth. They usually act on the theory that since they are about to say something about public men or public matters, they need not bother so much about the truth of what they say as about the violence with which they say it.

(7) The Moral Code and Expediency.

The great difficulty with which all public servants have to contend is the indisposition, on the part of their critics, to search behind an act or a policy to discover the underlying motive. There is always a right and a wrong side to every public move and every public plan. I do not mean merely a right and wrong side as measured by expediency. I mean a right and a wrong side according to the moral code. That is why I have always insisted that every public man's motive should be ascertained and understood. Our municipality will soon dash itself against some dangerous rocks if it permits expediency to be its sole compass. There are times when what seems to be expedient, aye, imperative, at the moment, is found after a little further reflection to be both morally unsound and practically unwise. That is the reason why patience is always a better judge than haste. There is many an act, many a policy, many a solution of a given problem which may be bitterly condemned at the time it is projected, only to be commended later when final developments have vindicated its wisdom.

(8) Wait for Final Results Before Reaching Final Judgment.

That is why I have so insistently argued that it is wrong to judge any matters of public concern until after the final results are completely known. It is the result, not the start, in which the public is always interested. And, yet, there is usually more fuss and comment at the beginning of a public proposition than is ever heard later, when the ultimate end has been reached and proved itself sound. All kinds of doleful predictions are frequently made at the beginning of a municipal policy without the fairness of admitting the mistake if later events contradict the prediction.

That being true, our citizenship should measure the success or non-success of municipal government by its totality of achievement—not by any isolated proposition.

(9) Spectacular Methods Not the Best.

It is impossible to judge the degree of successful accomplishment by measuring the noise which acompanies the effort. Bluster and press agency are not a safe index by which to gauge the value of a public undertaking. Official heroics may ofttimes makes good newspaper reading; but it is the quiet, patient, persistent worker who produces substantial results. Hence the necessity for observing the actual aggregate of achievement if the public really wants to know what degree of progress has been made. The spectacular official is not always the best producer of practical results. It is not the circus-ring horse which is best able to haul the load. The strength of the pulling animal is not judged by his ability to prance. If a heavy load is dragged from one place to some other distant point, the very fact of its being pulled is proof conclusive of the power of the horse. If the city has been forced upward to a much higher level of progress and improvement, the very fact of the advance is a vindication of those who accomplished it.

(10) Notice the Little Things.

There is not a department or a division in our municipal government that cannot show a fine record of achievement. So many big things have been conceived and started that the public is likely to forget the multitude of little things which, after all, are of more importance than they seem. That is why the people will be both enlightened and edified if they will study closely the various departmental summaries which are a part of this message. Those reports contain a wealth of information which, in many of the details, will be a gratifying surprise. That is true, owing to the wide range and diversity of propositions which have, without brass bands or trumpetings, been handled and successfully solved.

(11) Value of Continuous Audit.

In the first place, I want to felicitate the city upon our having inaugurated the practice of a continuous audit of every municipal department. We have had a year's experience under this practice, and I am ready to pronounce it of incalculable value. Not that the auditors have prevented anything wrong; because they themslves have been surprised at the general excellence of conditions. The value of the audit lies in the fact that the people have at all times an expert authority to whom they can turn with confidence at any moment and receive assurances that "all is well." It must be remembered that the auditors are not municipal appointees. They are absolutely independent of the municipality. Their selection is one of competitive bidding, based on the price exacted for the scope of work undertaken. This method of selection makes the auditors independent; and, at the same time, puts them on their merit.

That being true, it will be gratifying to the public to know that the auditors frankly and liberally compliment the various departments on both the efficiency of their system and the efficiency of their personnel. Much foolishness has been written about the systems here in the City Hall; but nearly all that has been written has come from men who knew absolutely nothing about the details of the things they attempted to belittle; nor have they ever troubled themselves to correct the wrong impressions which they then put incirculation. The auditors inform us that the municipality need not hesitate, at any moment, to make an open comparison of its systems and conditions with any of the big private corporations in Baltimore. Matters have been so well handled and the accounting has been so well developed and classified that the general machinery at the present time would be a credit to any successful business house.

The public is urged, with special emphasis, to read the statement of the auditors, which will be found in the sub-division of this message, designated as "Auditors' Statement."

(12) Must Watch Pending Improvements.

While it is true that the showing is sound and that the good results have been many, there is still much to be done. The municipality, at this very moment, is at the very height of its energy in promoting a number of big schemes and gigantic improvements. All of these pending projects mean great things for the city. Their successful establishment should be the ambition of every good citizen. When all are completed they will put Baltimore abreast with the most progressive cities in the world. For that reason, everybody should be keenly on the alert to see that the municipality is vigilantly guarded by the highest type of honesty during the period that all of these projects are developing. Now that these undertakings have started well, it is our duty, as patriotic Baltimoreans, to see that their completion is of the best type attainable.

(13) Why Localities Fail to Get Their Wants.

In this connection, I want to call your attention to the constant pressure to secure improvements that is being directed against the city government from nearly all of the multitude of our local neighborhoods. These demands are growing more and more urgent every year; and, from the viewpoint of each locality itself, those demands are usually proper and justifiable. The one great thing that so many overlook is the limitation to the city's financial ability. City officials are never averse to improvements of any kind. There is not a street in Baltimore that they would not be glad to see laid with improved pavement; there is not a locality in the city they would not be glad to see provided with the best type of a schoolhouse. But these things can't be gotten without money. There is

always a readiness to make a judicious distribution of the different kinds of improvements, in exact proportion to the money available; but it can only be in proportion to the taxpayers' liberality. The information submitted in connection with this message will show that a larger average of miscellaneous improvements has been maintained during the past four years than in any other like period in the history of the city. But it must not be forgotten that the taxpayers cannot be pressed too far. They are the ones who do the paying; they are the ones who are first to complain when the tax rate mounts upward. The persistent cry is for a low tax rate. That is natural and that is right. But, again, I want to remind the public that they can't push up the volume of general improvements and push down the tax rate at the same time; that is, unless we can find other sources of revenue. These are not the days when even taxpayers can get something for nothing. Just so long as the average current of our receipts runs as it has during the past few years, the resultant amount of improvements can only be in proportion to the available appropriation for that purpose.

(14) Big Average of Street Paving.

It is well to keep repeating this, because we hear much idle talk about the city's failure to lay more improved streets. The general public really does not know how much actual paving has been laid. Very few Baltimoreans know that about thirty-three miles of paving have been laid during the last four years. Very few Baltimoreans realize that the average, *per year*, during the past four years has been 190,073 square yards as against an annual average of 68,857 square yards during the whole period stretching from 1873 to 1907. Nor do Baltimoreans realize that the paving during the last four years has been not only larger in quantity, but also better in quality, and lower in price.

The average of new work has cost an immense aggregate

of money. And it has been taken from the pockets of taxpayers. City officials will be glad to duplicate all such good work to the full extent of what the taxpayers will stand. But, when these improvements are not forthcoming quite as rapidly as some people wish, they must not forget that the halt is due to the government's refusal to over-burden the taxpayers. Owing to the multifariousness of our municipal demands, the Board of Estimates in each and all cases has to cut the garment according to the cloth. And if the cloth won't permit all that everybody wants, the blame should not be put on the city officials.

(15) Coming Paving Problems.

The matter of paving is one of the big propositions that Baltimore has got to face, and that right early. While a very creditable measure of new paving has been done during the past four years, the matter of general paving has been checked up by the operations of the Sewerage Commission. There has been no disposition to lay new pavements in certain localities owing to the likelihood of having them almost immediately destroyed by the trench-digging and other work of the Sewerage Commission. In order to avoid expensive waste, the tendency to lay improved paving has been curbed or deferred, except in those known streets which were certain to escape sewerage interference.

Now, however, that a goodly portion of the sewerage work has been completed in certain sections of the city, the time has come for a practical development of the city's paving problem. In this connection, one all-important, underlying principle must be kept controllingly in view. That principle involves the question as to what is the main purpose of paving. Inasmuch as it is generally conceded that all paving is for the promotion of the public's convenience, it follows, as a necessary corollary to that proposition, that the main object of every paving plan should be the successful promotion of

that end. It becomes quite evident, then, that before any attempt is made to start to work on any large measure of paving, some comprehensive scheme should be worked out that will guarantee to all sections of the city an equalization of conveniences under the proposed plan.

I am heartily in favor of and have endeavored to promote the idea of working out a connecting series of streets that will put all portions of the city into easy communication with one another. Our street improvements should be upon a practical, business basis, with the sole view of facilitating easy access into and through every nook and corner of the city.

(16) Paving to Connect Up All Sections.

It will be a useless expenditure of the public's money to lay little stretches of pavement which lead to no place and which come from nowhere. It is perfectly natural that every householder should want a smooth pavement in front of his home. It adds to the value of his property; it promotes the comfort of his living. But, before paving of that kind is undertaken or permitted, we should first see that a network of thoroughfares is completed, which will reach down into the very heart of South Baltimore; which will put East and West Baltimore into easy access with one another; and which will enable all sections to reach the center of the city over streets that are as good as the best in the country.

(17) Paving Loan and Its "Problems."

Our people are facing the chance to make this scheme of paving either early of achievement or late of achievement, according to their own wish and preference. The "paving loan" will soon be before them for approval and disapproval.

There are certain troubles in connection with that loan which I understand very well. It would be very foolish for any of us to close our eyes to the real hazard of that sentiment. A feeling of opposition has arisen in town, which

is altogether attributable to certain rumors that are afloat. There is a large inquiry as to how that loan is to be spent. There is a big sentiment favorable to the so-called "Buffalo Plan." There is likewise a big sentiment against that plan. I realize the nature of that opposition. The man, who for years has been turning his money into the general tax levy for the purpose of helping to pay for improved paving in every section of the city except in front of his own home, does not relish the idea of seeing a plan forced upon him which will compel him to pay a special assessment for all future paving that may be laid in front of any of his property. He does not think that it is fair that he should have helped to pay for paving in front of somebody else's property, and now finds the general public refusing to help him bear the cost of his own.

Whether that reasoning be good or bad, it exists; and, according to my information, it exists in rather large proportions. It just so happens, too, that those who live on unimproved streets are so overwhelmingly in the majority that if they should take an aggressive stand against the loan, because of fear of the "Buffalo Plan," the loan will be swamped.

(18) Educational Campaign on Paving Questions.

That being true, it is to be hoped an educational campaign, through the columns of the press, will be started at once. Not a one-sided discussion. Ample opportunity should be given to both the friends and foes of the "Buffalo Plan" to air their views rather liberally. If the plan is sound, this method of discussion will prove convincing. If the plan is unwise, the same discussion will prevent our people from mistakingly committing themselves to such a policy. The campaign, however, should be conducted fairly, openly, without prejudice, and free from all personalities and innuendoes.

This loan is a project of the public; it is not the pet proposition of any individual. For that reason, every opportunity

should be given for public opinion to form itself around a proper and sensible conclusion.

(19) Paving Commission Will Control Policy.

Nobody connected with the city government can determine the policy of that "Paving Loan." Neither the Mayor nor the Board of Estimates has any authority. The enabling Act has concentrated full and unrestricted power in a "Paving Commission." The commission is created and provided for in that same Act. The law, passed by the General Assembly, invests the said commission with full authority to determine how any piece of paving shall be done. Under that Act the commission can, if in its discretion it appears wise, lay one line of paving at the sole expense of the public fund and lay another piece of paving at the expense of the abutting property owners. The question, therefore, of "Buffalo Plan" or no "Buffalo Plan" is not one for this or any other Mayor to settle. The determination of that policy will devolve solely upon the new Paving Commission.

As a matter of information and convenient reference for the public, I include herein a report as to how other cities handle their paving. This report gives a very effective outline of the attitude of other city governments on the paving question.

The report is as follows:

Paving in Cities of the United States Showing the Per Cent. Paid for by the City and by the Property Owners.

	PAVING		REPAVING		PAYMENT.
	BY CITY	BY ABUTTERS	BY CITY	BY ABUTTERS	
New York.....	None.	All.	All.	None.	
Chicago	None on residence Streets.	All on residence streets and from five to twenty-five per cent. on other streets.	.....	.....	5 annual instalments.
Philadelphia	Intersections.	All except intersections.	All.	None.	60 days.
Cleveland	Intersections and 2 per cent.	98 per cent.	50 per cent.	50 per cent.	5 years.
Buffalo	None.	All.	33⅓ per cent.	66⅔ per cent.	5 annual instalments.
Pittsburg	.....	Usually all.	All.	None.	About 2 years.
Detroit	Intersections.	All except intersections.	All.	None.	3 annual instalments.
Cincinnati	Intersections and 2 per cent.	98 per cent.	50 per cent.	50 per cent.	10 annual instalments.
Milwaukee	.....	Up to $3.00 per sq. yd.	.....	.....	5 to 10 annual instalments.

Paving in Cities of the United States, Showing Per Cent. Paid for by City and by Property Owners—Concluded.

	PAVING		REPAVING		PAYMENT.
	BY CITY	BY ABUTTERS	BY CITY	BY ABUTTERS	
*New Orleans.....	Intersections and 25 per cent.	75 per cent.	None (and 25 per cent).	All (and 75 per cent).	.....
Minneapolis	Intersections.	All.	Intersections.	All.	5 annual instalments.
Louisville	None.	All.	All.	None.	Not more than 5 years.
Indianapolis	None.	All.	.....	.....	10 annual instalments.
St. Paul.....	None.	All.	.....	.....	60 days, generally.
Providence	All.	None.	.....	.....	.....
Rochester	None.	All.	None.	All.	5 to 10 annual instalments.
Kansas City.....	None.	All.	None.	All.	4 annual instalments.
Toledo	Intersections and 2 per cent.	98 per cent.	50 per cent.	50 per cent.	1 to 10, usually 5 annual instalments.
Denver	None.	All.	All.	None.	10 annual instalments.

*In case of repaving in New Orleans, the city pays none if the abutters petition to have it repaved, but pays 25 per cent. if Council requires it to be repaved.

(20) Annex Paving Has Brought Money to the Treasury.

It will be well, just at this juncture, to advert to the coming "Annex Loan." There is no doubt as to the pressing necessity for additional paving in all sections of the Annex. That is particularly true of the eastern and western sections. Such an extension of paving will not only prove a great public convenience by making those sections easily accessible, over comfortable streets, but it will prove a profitable financial investment to the city treasury. Comparatively few people realize the great financial value which the last Annex Loan has proved to the city. So much discussion has been afloat relative to the physical phases of the Annex paving. that the equally important money end of it has been entirely overlooked. As a matter of fact, the last Annex Loan has proved itself one of the best business investments the city has ever made. The great majority of the streets which were laid under the late loan were selected with the view of increasing the tax receipts from that section. The Commissioners for Opening Streets, by a judicious placement of paving, have accomplished two results: First, they have connected up blocks in such a way that a large area of property has been advanced from the lower to the higher rate of tax payments. The additional revenue which now flows into the city treasury, as the direct result of this judicious distribution of paving, is so large that it more than meets what would be the sinking fund requirements and the interest of a loan twice the size of the two million dollars actually expended. In brief, that loan is doubly taking care of itself.

Nor is that all. In the second place, the Commissioners have likewise laid additional stretches which together with the improvement of the several turnpikes by the State, will open up a wide field from which it will be easy to derive a large volume of extra revenue in the future. All that is needed to make that revenue demandable in the future is the laying of a series of small stretches of street to connect up

with the main arteries that have already been laid. That will bring in a very large stretch of Annex Territory upon the higher rates of taxation. The new loan, therefore, aside from its physical advantages, will be a large revenue producer.

(21) All Paving Should Be Under One Department.

It would hardly be wise to leave the subject of street paving without alluding to one defect in the municipal system which ought to be corrected. The General Assembly, in its passage of various Acts, has so completely split up the authority and jurisdiction of paving work that the whole paving business is more or less scattered. Under existing laws, there are several heads or departments which not only control city paving, but which actually direct the work. Such a division of responsibility is wretched. Not only is it more expensive, by reason of the necessary duplication of the cost of supervision and control, but it absolutely destroys all uniformity of method.

It may seem good at times to permit different boards, commissioners or other departments, to select the streets for paving and to arrange schemes that involve a large measure of paving; but the actual, practical paving work should be concentrated altogether under one single head. I am of the opinion that not a foot of paving should be laid by any department except that of the City Engineer. The work should either be done by him, or under his control and supervision. That department should be developed into the great municipal headquarters of paving experts. Its equipment for experimental purposes and its equipment for the manufacture of paving material should be so enlarged and improved that the department will be able to give the very best services in guarding the work of contractors, when the contractors do the work, or give the very best services in performing the actual work, when the department itself undertakes the task. When we remember the large sum to be expended

in paving in the event the Paving Loan and the Annex Loan are approved, we can readily see the importance of concentrating authority.

(22) Maintain Baltimore's Rank Among Leading Cities.

I am glad to see that the spirit of "progressive Baltimore" is becoming more and more manifest in our midst. The facts have shown that an inexcusably loose method of taking the new census has robbed us of our relative position among cities in the matter of population. There is no question that we are a bigger city than Cleveland. Despite the failure of the local Federal census takers, I have been able to show, through the splendid help given me by the police, that our actual population is substantially above that of Cleveland. The truth of this has been verified by two methods of obtaining the information.

The significance of this becomes all the more accentuated when we remember that Baltimore's actual population is in excess of Cleveland's, despite the fact that the Ohio city computes her people from a spread-out territory more than one-third larger than that which Baltimore has, as yet, brought into her bounds. In short, Cleveland has reached out and counted in as part of herself a large portion of her outlying suburban sections. Baltimore has not extended her territorial limits. Our area is still about thirty-one square miles as compared with Cleveland's forty-five. Even in the face of that difference, Baltimore, in actual truth, is still in the lead.

(23) Must Expand Our Territory.

There are many sagacious business minds who look upon the rank of the city as being very important in the great commercial battle for trade advancement. The bigger a city appears in the census showing, the more impressive does it appear in the world of commerce. That is why our own competitors are pushing out their limits so as to embrace all

of the surrounding populous suburbs. Many of the apparently phenomenal increases in other cities' population have been due to this process.

That is why Baltimore should do likewise. If our territorial limits were spread out only to equal the present area which has been grabbed by Cleveland, our population would be substantially above the six hundred thousand mark.

For more reasons than one, it is wise that we take up this idea, with the view of keeping pace with those energetic and enterprising cities that are trying to displace us from our proper position.

I recommend that the Council pass an ordinance creating a commission to look into the feasibility of this line of growth. That commission can investigate conditions; can sound public sentiment, both in the city and in the surrounding zone; and, in the end, it can work out the basis of annexing the really desirable additional territory. It can submit its ultimate findings and recommendations to the Council, which, in turn, can transmit them all to the General Assembly with the view of obtaining necessary legislation.

That will enable us to do something long before the next census is taken.

(24) Our Tax Rate No Bar to New Factories.

This will be but one of many steps which should be taken to magnetize our city into a great, flourishing, manufacturing center. The needed factors for making us a great manufacturing center are here if our own people will but force them all into play.

It is senseless to say that our tax rate keeps away manufactures. I know better. Our tax rate, despite its apparently high figures, compares in net results more than favorably with the most of those cities where factories are both plentiful and throbbing with work. A few dollars represented in an annual tax payment, will neither bring a factory nor keep

it away. There are other agencies of a far more significant influence than taxes.

In the first place, right here in Baltimore, the bulk of the most attractive factory locations can be found in that belt where the tax rate is not above $1.30, and in some spots as low as 66 cents. The very fact that many factories seem to prefer a site where the full tax rate is payable, shows conclusively that factories do not always follow a seemingly low tax rate; neither do they run away from a seemingly higher one.

In proof of the fact that the "apparent" tax rate does not keep away factories, and in further proof of the fact that some of the "apparent" lower tax rates in other cities are in *reality* higher than the rate in Baltimore, let me direct your attention to these paragraphs published in *The Sun* on November 27, 1910, at the time its staff correspondent was making a special comparison of this city with the Pennsylvania metropolis:

PHILADELPHIA, November 26.

While the tax rate of Philadelphia is only $1.50 as compared with $1.99 in Baltimore, the per capita cost of operating the municipality of Philadelphia is $20.29, as compared with $13.34 for Baltimore. These figures show that while the tax rate in Baltimore is higher in the end, each citizen of Philadelphia gives $6.95 more toward the support of the municipal government than does each Baltimorean.

According to the United States census there is only one other large city in the country where the per capita cost of maintaining the city government is lower than it is in Baltimore, because property values there are higher, and this city, that is, Philadelphia, has more *special assessments* than are levied in Baltimore City.

(24a) Baltimore Escapes Special Tax Assessment; Other Cities Do Not.

The public will be amazed to know how much of the general revenue received by the various municipalities of our country, other than Baltimore, is derived from special assessments, thereby reducing the tax rate. Baltimore carries nearly everything in

her general tax rate. The last report shows that we obtained from special assessments a mere trifle. The total was but a shade over $69,000. If the revenue, secured in other cities by special assessment, were put into the tax levy, the *apparently* low rates of those cities would mount substantially above the rate in Baltimore.

That is why I argue that it is not fair to take our *rate* and compare it with the rate of some other cities and stop there. The tax rate does not really show how much tax burden is carried in many cities. In addition to the rate, all of the leading cities in the United States impose on the taxpayers these multifarious special assessments, thereby making the actual *total* of the tax burden much higher in said cities than it is in Baltimore.

If many of our municipal obligations were charged up to our citizens under the form of special assessments, it would make the general tax rate come down, but that would not mean that the citizens had escaped the tax burden. They would simply be paying under two heads instead of one, that is all.

Our people can gather some idea as to how heavy a burden of special assessments the taxpayers in other cities are carrying and how little Baltimoreans are carrying by reference to the table given below. Our tax rate represents all that we take from the taxpayers, while the other municipalities not only take the full limit of the tax rate, but they pile on special assessments sufficient to make possible the collection of revenue in the big amounts given below.

It will be seen that Baltimore exacts less from her people through special assessments than does any other important city in the United States.

The table is as follows:

(1) New York	$10,029,153
(2) Chicago	4,765,393
(3) St. Louis	2,579,733
(4) Pittsburgh	1,453,038

(5)	Cleveland	$1,128,669
(6)	San Francisco	943,257
(7)	Philadelphia	833,746
(8)	Detroit	769,624
(9)	Newark	691,806
(10)	Milwaukee	611,709
(11)	Buffalo	533,281
(12)	Cincinnati	417,835
(13)	Washington	317,405
(14)	Boston	235,509
(15)	**Baltimore**	**69,862**

(25) Five Things Needed to Bring Factories Here.

My observation tells me that there are five main elements which are the magnets that attract factories. Those elements are as follows: First, plenty of labor, with easy access of this labor to the place of work; second, advantageous transportation facilities; third, a satisfactory distance from the source of raw material; fourth, freight rates; fifth, the facility with which banking accommodations can be obtained to meet the fluctuating demands of factory operations.

The absence of any of those elements will most undoubtedly do more to discourage factories than will a dozen tax rates very much higher than the one in Baltimore. And, when we pause to ask about bringing factories here, we should ask about each of the above elements.

(26) We Need the "Industrial Spirit."

The financial circle of Baltimore can in one week do more to bring new industries to Baltimore, or can do more to produce an up-springing of locally-backed industries, than can a dozen municipal governments in its handling of the tax rate. Let it once become known that industrial enterprise, when backed by brains and integrity, can secure from our financial institutions ample money accommodations to meet the varying needs incident to the manufacturing lines of business, and

there will be no further need to beg capitalists to bring their plants here. They will always come if the money accommodations are readily obtainable.

It is generally conceded that Baltimore has good, steady, reliable labor, which of itself, will increase, by accretion, as soon as the demand for labor enlarges. Our freight rates and freight advantages are guarded by the Interstate Commerce Commission and by the Maryland Public Service Commission; and there should be no reason why an equitable adjustment of freight charges and switch charges could not at all times be obtainable. Our water and rail facilities are excellent; and plans are developing which will still further amplify our transportation opportunities.

What is needed then is "the industrial spirit." It must vivify or change the nature of some of our ultra-conservative investors and must inoculate the financial circle with "industrial liberality." The *ability to get capital,* be it a permanent capital or temporary loans in the nature of working capital, will of itself convert Baltimore into one of the busiest manufacturing centers in this section of the country.

(27) Develop Facilities for Small Factories.

The public at the same time should use its best endeavors to encourage the establishment of small factories. I don't think the municipality can be too liberal in this connection.

The two main essentials in this direction are: First, the existence of locations that are situated actually on the track lines of a railroad; secondly, cheap power.

I am frank to say that there are certain well-known sections in this city that, in so far as property values are concerned, have for a long time experienced a pronounced downward tendency. They are in close proximity to the railroad; but they are not *on* the railroad. If the railroad companies could, under the liberal encouragement of the city authorities, be induced to spread their trackage all through these

sections, the effect would be like running irrigation canals through an arid waste. Those sections would take on new life. Values would take a boom. Neighborhoods that are losing caste would be converted into streets on which small factories and other commercial enterprises would be glad to locate; and the railroad facilities at their very door would help them to flourish.

Cheap electricity and cheap gas will provide the necessary cheap power. I am in favor of the city going to the extreme to secure both cheap gas and electricity; provided, however, the securement of either does not have to be gotten on terms unjust and unfair to the interests of the general public.

(28) Scheme for Developing New Factory Localities.

I am of the opinion that if the City Council would pass an ordinance giving the Mayor the power and means of appointing a commission, to be selected from the leading commercial and financial bodies in Baltimore, for the purpose of investigating the feasibility of converting certain degenerating sections into manufacturing centers, the Council would, by such action, render a great practical service to the business opportunities of the city. That commission, in co-operation with the railroads and the interests that control gas and electricity, could easily transform several wastes in our midst into valuable and desirable industrial centers.

(29) Looking for Ways to Reduce Tax Rate.

Again reverting to the question of our tax rate, permit me to say openly and boldly that much is said about our rate that savors just a bit of public hyprocrisy. There are persons who advert to the tax rate as though it were a matter that could be pulled down with the readiness that a man can pull down a flying kite. I only wish that were true.

If there is anything for which a city official sincerely longs, it is to reduce an existing tax rate. There are only three

ways to do it. Those three ways are as follows: First, cut down some of the various lines of improvement which heretofore have been considered necessary; go along without them; and thereby cut down the rate in proportion to the improvements cut out. Second, reduce the efficiency of the service all along the line, and save in cash where you lose in achievement. Third, find new sources of revenue.

I can hardly conceive of a sensible man advocating either of the first two ways. The adoption of the third way sounds easy; but it is a tough problem to be solved when tackled practically. It is easy to talk about "new sources" of revenue; but those "new resources" are desperately hard to find.

Nor do I perceive that interests outside of the city government find the problem very easy to handle. Last year, shortly after my third message was sent to the Council, your Honorable Body, in line with my proposal, sent a formal request to the leading commercial and financial organizations in the city, asking them for suggestions and recommendations relative to this very same question. And, yet, if I am correctly informed, not one of those various bodies has been able, up to this time, to make a single practical suggestion, other than to intimate that they would be very glad to see the present tax lifted from some of the items in which they are especially interested.

(30) Our City Run on an Economical Basis.

In view of the fact that Baltimore prides herself at the present time on being one of the most economically governed cities in the Union, it is but natural that everybody should demand that their property assessments be fair and equitable. No man should be made to carry more than his just proportion; no man should be allowed to carry less.

It must be refreshing to our people to make comparison with the average municipal costs in other cities; because in almost every instance Baltimore shows up as a leader for economy. It is very gratifying to me to submit to you the fol-

lowing census figures of the per capita cost of city government, thereby demonstrating Baltimore's government to be one of the most economical of any in the United States:

Objects of Expenditures.	Balto.	N. Y.	Chic.	Phila.	B'st'n.	Wash.
All general expenses.....	$12.49	$23.84	$15.66	$15.27	$28.65	$23.82
Police Department.....	2.15	3.37	2.64	2.45	3.27	3.42
Fire Department.....	1.27	1.88	1.42	0.94	2.49	1.84
Other protection.....	0.14	0.64	0.26	0.46	0.52	0.83
Sanitation	1.09	1.98	1.33	1.00	2.97	1.97
Highways	1.11	2.82	1.15	1.78	3.47	3.42
Charities and Corrections.	1.12	2.03	0.73	1.15	3.11	2.92
Schools	3.16	6.14	3.86	4.04	6.35	5.89

(31) Our Per Capita Debt Below Other Cities.

Coincidently with the above showing, it must be equally gratifying to note how much lower our per capita debt is as compared with other leading cities.

Permit me to submit the following figures showing the per capita debt of some of our best known rivals:

City.	Per Capita Debt.
Baltimore	$39.67
Cleveland	42.98
Philadelphia	53.49
Cincinnati	68.81
New Orleans.....	74.64
Boston	122.01
New York.....	156.82

(32) Great Wisdom of Municipal Loans.

This favorably showing ought to be more than reassuring to the taxpaying public, especially in view of the very progressive spirit which has of late years taken possession of our people. We have at last awakened to the folly of overburdening the yearly tax levy with the cost of permanent improvements, when the same can better and more properly be financed by means of loans. It is this disposition to have

recourse to loans which has enabled us, during the past eight years, to move forward with leaps and bounds. Confidence in ourselves and a keener appreciation of the utility of loans has enabled us to undertake municipal enterprises which would have been crushing in their weight had we been so foolish as to have tried to handle them in the annual tax levy.

During the past year the people, by a very flattering vote, approved four loans. One was for an extension of the dock system, another for the conversion of Jones Falls into a great, busy commercial thoroughfare. Both of those loans embody purposes that will have a direct advantageous influence upon the business affairs of our people. When the purposes are completed, they will have multiplied our facilities for handling both local and shipping trade.

The third loan is for additional schoolhouses, and the fourth is to relieve the taxpayers from paying excessive amounts each year into the sinking funds.

(33) Big Things Coming in South and East Baltimore.

Few people realize the important sweep of the plans behind the new Dock Loan. The expenditure of that money means the opening up of a new epoch in South and East Baltimore. It will be a wonderful improvement when a new street is made to circle around the south side of the harbor and skirt that side for quite a distance. Moreover, there is to be constructed out and from this street a fine, capacious new dock, which in every detail will be a just cause for pride to the people of all Baltimore.

Nor is that all. The dock and recreation pier in East Baltimore will add much to the facilities in that section and will prove of great local value to that portion of the city, commercially and socially.

(34) Lower Fort Avenue and Other Streets Should Be Repaved.

Simultaneously with this, I am of the opinion that the city should lay an improved pavement on Fort avenue from Lawrence street to the fort. This will provide a comfortable thoroughfare all the way through to Locust Point. In addition to this, there ought to be laid, at proper and convenient intervals, at least three smooth pavements from the main street artery in South Baltimore to the water's edge. Several cross streets, with the best possible smooth surface, should also be made to intersect the above mentioned new street at such points as will open up that whole section to easy and effective communication with the new harbor convenience.

The introduction of these suggested improvements will add so tremendously to the business advantages of South Baltimore that it will give new impetus to that section and cause property values to mount upward to their proper level.

I am heartily in favor of these improvements, and am prepared to work, in conjunction with those who agree with me, to make each and every one of them an established fact.

(35) The New Highway Over Jones Falls.

Nor should our people underrate the far-reaching importance of the Jones Falls project. There will be no longer any divisional line between East and West Baltimore. A splendid business thoroughfare will run from the harbor to a point above Eager street, ultimately merging into Mt. Royal avenue. This will give a magnificent commercial street, perfectly smooth, level and comfortable, over which all the thousands of trade and business vehicles can move with the utmost comfort and facility.

This project is to be built on utilitarian lines. It is not to be a boulevard in the sense of a pleasure driveway; neither is it to be a viaduct over which railroads are to run. The main purpose of the undertaking is to give the business people

of the city a clear, unobstructed, attractive tradeway, over which traffic can travel from North to South Baltimore with the utmost facility.

I believe this street can be made to meet all of the aforementioned requirements, and at the same time add much to the beauty and attractiveness of the section traversed.

(36) The Coming Sewerage Loan.

In conjunction with the building of this highway there will be laid, under the operations of the Sewerage Commission, two big pieces of engineering work that will take care of all the conditions incident to the change in Jones Falls. A portion of this plan will be dependent upon the approval by the people of the additional sewer loan. I cannot, for a single moment, even dream of the Baltimore public doing other than voting for that loan. The extra sum is indispensable in order to finish the whole sewerage scheme; and, when it is finished, there will be no city in the world which will excel us in method of handling our sewerage. We have put our hand and heart into this undertaking, and we cannot afford to take a backward step now.

(37) Sewers in Alleys and the Acquisition of Private Sewers.

I am a sincere advocate of the New Sewerage Loan, and in this connection I desire to call your attention to the provisions of the Act of 1910, which requires the Sewerage Commission to place the sewers in the alleys wherever practicable and to take over and acquire private sewers, if it can acquire said sewers at a sum not exceeding fifty per cent. of what would be the cost of constructing and laying a new sewer of the same kind in the same place; and in event of a dispute between the owners and the Commission as to private sewers or as to the location of any lateral sewer intended for house connection, the matter shall be referred to

a board of the four city officials now constituting the Board of Public Improvements, the decision of said board to be final and binding.

This provision, *with which I am in full accord,* will do much to relieve any opposition which has or may develop to the sewerage work. It is fair and just. It is also both practical and sensible. Using the alleys and acquiring existing sewers will prevent much of the damage and inconvenience which otherwise would be unavoidable.

(38) Let's Hurry the Recreation Pier.

It is gratifying to turn from these subjects of health and sanitation, and contemplate, with hope, the project that is now on foot to construct an attractive recreation pier in East Baltimore. This pier will be so developed as to give to Baltimore all of the comforts and delights of a public place of recreation on the water; and, yet, it will be done in such a way as to fully preserve, for business purposes, the utilitarian idea of all piers. The scheme promises to be so well worked out by the Harbor Engineer and the Harbor Board that it will provide for Baltimore a most pleasing specimen of a public "breathing spot," with water surroundings; and at the same time it will provide one additional splendid commercial pier for the convenience of our growing shipping.

It is an undertaking which, in my opinion, is more than wise; because the most sagacious of our modern-day practical thinkers are firm in their conviction that pleasure grounds and places of recreation for adults are as essential to good municipal citizenship as are playgrounds for children. There can be no question about either of these propositions.

(39) We Should Do More for Children and Their Play.

This is a subject that few people have had occasion and opportunity to study. In fact it is a new subject, and many people are not aware that such a problem exists.

In essence it is a fight against some of the evils of city congestion; it is a most vital effort to overcome the tendency toward physical and moral degeneration that is bound to occur in a large city if adequate constructive measures to counteract it are not undertaken.

There are in Baltimore some 300,000 children and youths. They are bound to play, for it is their nature. Play of the right sort, if properly guided, develops the body and awakens the mind, and through it, as has been well said, "the boy gets his first grip on moral relations." Where and under what circumstances does this enormous mass of children play? Some thousands can get to the public parks; there and elsewhere during the summer about 25,000 are looked after by the Children's Playground Association and the Public Athletic League, and these organizations hold classes for a much smaller number during the winter. The remainder play for the most part on the streets or vacant lots or in school yards with entirely inadequate facilities for the purpose and with, in most cases, the lack of supervision and guidance which often, as is well known, makes play harmful rather than beneficial.

Baltimore, by all the means at its disposal, should develop as rapidly as possible its existing facilities for the recreation of the people and provide new facilities so as to reach all those who need them. An important step in advance has been made recently. Seven acres of land on Bentalou street, in Northwest Baltimore, are about to be purchased for a play park; assistance has been given in the erection of a recreation center at West Park; funds have been provided for the equipment for recreation purposes of two of our market halls; and funds have also been appropriated toward the current expenses of the Children's Playground Association and the Public Athletic League. In all, $35,000 has been appropriated for permanent improvements and $17,000 for current expenses; or, in all, $52,000. This sum seems large, but other cities, some of them smaller than Baltimore, are spending millions

for these purposes, in several instances issuing bonds from the proceeds of which to provide new play parks and recreation buildings. We must not lag behind.

I think the city could well afford to spend $50,000 each year on this really constructive work. It will produce much good, both in the present and in the future.

The Park Board has spent considerable money on athletic fields, field houses and other things having to do with recreation, but though the provisions made in the parks are admirable we must not rest content with them. All that we have done so far, valuable as it is, is only a beginning.

While we need more parks and more recreation centers outside of the parks, much can be done that we do not now do with the existing facilities. Further development of the market halls is feasible and there are great possibilities in the use of school property out of school hours, and especially in the evening, for recreational, educational and other neighborhood gatherings.

It is the part of wisdom when any public building is to be erected—a school, a public bath, a market hall or a pier—to provide for suitable recreational facilities. They can ordinarily be provided at comparatively small cost in any new structure, and with proper attention to this matter such a structure can be made of vastly greater benefit to the community than it would otherwise be.

(40) No Baiting of Corporations by the Public; No Beating of the Public by the Corporations.

It is with pleasure that I can inform you that I believe the outlook is bright for a franker and more friendly attitude toward one another on the part of the Baltimore public and the local public service corporations.

This, in all probability, is due to three causes. In the first place the municipality has demonstrated that, under no conditions, can it be persuaded to sacrifice the people's interests;

in the second place, the establishment of our Public Service Commission has been a very wholesome and effective influence in more ways than one; in the third place, the more advanced and sagacious managements of these corporations have come to the conclusion that, in dealing with the public, honesty is the best policy, after all.

It is gratifying to me to see a spirit of that kind develop here in Baltimore. I do not believe in the baiting of the corporations by the public any more than I believe in the beating of the public by the corporations. I have little patience with that cheap popularity which tries to build itself up on anti-corporation demagogery. The longer I live the more convinced do I become that the greatest friend to any community is the man who can establish a feeling of mutual confidence between invested capital on the one hand and the public on the other. Such a status, when it is established, is of itself one of the most effective of all possible influences in making capital feel like forsaking its strong boxes and flowing out into the channels of active enterprise.

I believe in telling corporation managements the truth; and they should believe in telling us the truth. The day has passed in which subterfuges and hidden maneuverings will pay. Every time an attempt is made to win a result by dexterous tactics, it invariably arouses the public's suspicions. Moreover, it makes the public more reluctant than ever to come to any settlement on equitable terms.

I sincerely hope, then, that in all of its future dealings with the Mayor and City Council, each and every one of our own public service corporations will play the game openly, squarely and manfully. At the same time, I hope that the municipality, in its attitude, will be equally straight and fairly disposed.

I believe in being as unyielding as adamant itself in protecting the public from losses and impositions. At the same time, I think it is absolutely unfair to look upon every proposition, which may be submitted by a corporation, as being an egg that contains an unhatched snake.

(41) Why We Ask for Cheaper Gas and Electricity.

In this connection permit me to call your attention to the effort that is being made by me to secure an adjustment of gas and electric prices to the advantage of the general consumers. This action is not the outgrowth of any desire other than to serve the interests of the public. Expert information has poured in upon me, having for its purpose the proving to me that one of our public service corporations could and should sell its product at a lower rate; and, yet, despite the reduction, net a good profit to its stockholders.

(42) Fairness and Frankness of Our Position.

In order to put the case before the Public Service Commission in a fair and informing way, I had the Superintendent of Lamps and Lighting to arrange with Prof. Munroe, of Washington, an acknowledged gas expert, to investigate the question thoroughly and provide us with accurate data to support our contention. If Prof. Munroe succeeds in convincing the Public Service Commission that our position is sound, our activity in that direction will thereby be vindicated. On the other hand, if all of Prof. Munroe's searchings and findings fail to convince the Public Service Commission, that failure will so far vindicate the claims of the Consolidated Gas Electric Light and Power Company as to put to rest all disturbing agitation.

Prof. Munroe has been delayed in his report by conditions over which he had no control. His desire is to present an unassailable report. Just as soon as he hands it to me, I will submit it to the Public Service Commission.

In this connection, I wish to direct your attention and study to the so-called "London Sliding Scale." This has been tried in Boston; and, according to information received by me, it seems to have worked satisfactorily to both company and consumer. It will be well, therefore, for us to look into the matter, with the view of having it adopted by the local company.

(43) Regulation of Moving Picture Theatres.

There is a line of enterprise which is not only growing in this town, but which deserves to be encouraged just so long as it merits the public's good will. I have reference to the moving picture business. Luckily, the proprietors of all the higher grade and eminently respectable establishments are, I find, in hearty sympathy with the ideas I am about to submit.

When we recall the fact that experts estimate that twenty-five people attend a moving picture show to every seven who attend the other lines of theatrical entertainment, some definite idea can be had as to the enormous proportions of the business. That is why it demands special notice and attention.

The moving picture show has become exceptionally popular with women and children. And it is perfectly natural that it should be. The very fact, however, that women and children are the chief patrons of such shows is of itself a double reason as to why they should be watched with double jealously. Two phases of the picture show should be kept under vigilant guardianship. One is the cleanliness and unquestionable morality of the pictures exhibited; the other is the question of safety and sanitation.

Incalculable harm can and will flow from these exhibitions if they have a flavor of questionable suggestiveness about them, or if they portray filthy or criminal schemes or practices. The community can ill-afford to have their women and children flocking to where unclean exhibitions are presented. The moral harm would be too far-reaching.

Neither can the community afford to have these continuous crowds pouring into halls that are not kept in a safe and sanitary condition. Be it said to the credit of the *leading* moving picture proprietors in this city, that they fully agree with all I say about these things; and they live up to this doctrine by giving nothing but clean pictures. At the same

time they scrupulously maintain healthy as well as attractive theatres.

I recommend then the appointment of an unpaid commission to investigate this problem and to make practical recommendations as to the best way to handle the situation.

(44) Pay for Property Damage Resulting from B. & O. Railroad Grade Crossings.

The people of South Baltimore should feel more than gratified over the actual progress that is being made in the construction work of the Baltimore and Ohio Railroad crossings. When that great improvement is completed, it will give to the people in that section one of the most satisfactory comforts and conveniences ever vouchsafed to any neighborhood in Baltimore that is traversed by steam railroad tracks.

Unfortunately, some agencies, either through ignorance or from some less excusable motive, have been trying to deceive or mislead the South Baltimore public as to their real rights in the premises. A little bit of absurd talk has broken loose lately in which an effort was made to criticise the city administration, because, as the false prophets said, it had negelcted to take proper care of the various properties down there which are running the hazard of being damaged by the grading.

As a matter of fact, the city authorities have already taken the most ample practical steps to protect property owners absolutely. Permit me to quote Chapter 621 of the Acts of the General Assembly for the Session of 1910. That Act, which was procured by the present city authorities, reads as follows:

Section 1. Be it enacted by the General Assembly of Maryland, That the Mayor and City Council of Baltimore be and it is hereby authorized and empowered to authorize and direct the Commissioners for Opening Streets, under such system of procedure, including reasonable notice to the property holders and the right of appeal by either the property holders or the Mayor and City Council of Bal-

timore, to the Baltimore City Court and the Court of Appeals of Maryland, as it may prescribe, to ascertain and award to the owners of property in the City of Baltimore injuriously affected by the changes in grade provided for by Section Three and One-half of Ordinance No. 387 of the Mayor and City Council of Baltimore, approved August 16, 1909, commonly known as the "Grade Crossing Ordinance," such damages, if any, as they may find to have been actually sustained by and directly caused to said property by reason of such changes in grade, and at the same time to assess against the same such benefits as they may find to have accrued to said owner by reason thereof; provided, however, that nothing in this Act contained shall be construed as imposing any duty or obligation upon the Mayor and City Council of Baltimore, except in the event that said property holders are judicially declared to be disentitled to recover such compensation or damages from the Baltimore and Ohio Railroad Company; and provided further, that in the event of the exercise at any time by the Mayor and City Council of Baltimore of the authority hereby conferred, then nothing in this Act contained shall be construed as depriving the Mayor and City Council of Baltimore of any right it may lawfully have to demand, enforce and receive reimbursement from the Baltimore and Ohio Railroad Company to the full extent of any compensation it may make or damage it may pay in the premises.

(45) Fictitious Tax Rates.

Persons endeavoring to gather some definite notion as to our municipality's real financial status must not be deceived by the fictitious tax rates found in other American cities. There are cities in the United States which have a habit of fixing a more or less arbitrary low tax rate; and that, too, regardless of whether that rate will or will not, in its ultimate results, produce enough revenue to meet the current municipal demands. In the majority of such cases, those governments close the year with a large, unpaid floating debt, which ultimately has to be financed in a way that makes the situation more burdensome to the taxpayers than if the indebtedness had been met and paid as it accrued and fell due. That is where the danger and delusiveness of fictitiously low tax rates make themselves felt. The low rate is ofttimes a bald sham;

because a floating debt, like a fateful specter, is bound in the end to thrust itself into unwelcome view.

No such condition exists here in Baltimore. No such condition can exist. The charter makes a floating debt legally impossible. Our tax rate is a sure and reliable measure of the scope of our obligations. Nothing can be bought unless it is within our fixed annual appropriation; and our tax rate always covers the full sweep of our obligations. A person then who takes note of our tax rate can understand the full limit of the city's current responsibilities. A person on the other hand, who notes the tax rate of some of our municipal rivals (some for instance which pretend to have a lower tax rate than we have), really have no exact idea as to the financial status of that city. That is true because there is no way of estimating the proportions of the existing big floating debt.

(46) Revaluation of Our Physical Assets.

Since I have been Mayor, I have learned with amazement that the books of the city have been carrying many of the valuable tangible assets belonging to the municipality at little more than nominal valuations. Both the City Register and the City Comptroller complain of the impropriety of any such entries. Many of our most valuable physical properties are carried on the books at "zero;" and that, too, for no reason other than that some of said property was donated to, instead of being purchased by, the municipality. Then, again, much of the land owned by the city is on the books at the absurdly low value put upon it fifty or more years ago when it was first acquired. Those figures were put there years ago under orders; and have been carried forward from year to year without revision or amendment.

Such a line of entries gives an altogether improper impression as to the actual wealth of the municipality. The people at large are deceived into thinking that the city's actual physical assets are thousands of dollars less than they really

are. That is altogether wrong; and I have taken definite steps to correct it.

Under the direction of the Appeal Tax Court I have had some of the most reliable property experts examine the city's tangible assets, with the view of more closely approximating their real value. This has been done with care, though the time was necessarily short. All of the over-valuations have been pulled down to their proper level; and the under-valuations have been listed at a reasonable figure.

This work has proved of splendid service in getting a more accurate knowledge of our actual possessions. The details of the revaluation will be found in that division of my message designated "Financial."

I suggest that the Appeal Tax Court be given an expert whose sole duty shall be to make a complete revaluation of all city property each year; also such property as will be held exempt from taxation. An explanatory statement should be published each year by the said expert.

(47) Protect the People from Fake Charity Organizations.

I wish to direct your consideration to a matter of public interest which has a two-fold bearing. The matter in question touches the operations of the miscellaneous lines of charitable organizations in our midst. I have no desire to hinder or handicap a single organization that does a straight, open, untainted character of work. In fact, I will stretch the limit of the law to help all such legitimate concerns in their effort to do good.

There is no doubt in my mind, however, that the public is being victimized by organizations which, under the pretense of charity, are collecting money for uses which it would be just as well not to mention. It does seem a shame that money which well-disposed contributors donate to some organization, thinking that it is going to be devoted to worthy purposes,

should be diverted into unknown channels that have no semblance to either charity or benevolence.

I believe it is within the province of the city government to protect the public from such impositions. I feel that it is criminal neglect on our part to permit collections that would otherwise go into legitimate charity lines to be taken by irresponsible organizations to be used in a reprehensible manner. It is not fair to meritorious charity organizations to permit such practices to continue. It is wrong to suffer a good-hearted public to be thus fleeced of its money.

I am of the opinion that some board should be constituted that will be empowered to pass upon the credit and bona fides of every charity organization in the city. After such board has searched into the aims and purposes of an existing or a new organization, and finds it deserving of public encouragement, it will issue to said organization a certificate of endorsement. That paper will certify to the public the reliability and worthiness of the organization thus examined. While the denial of such a certificate to unworthy organizations will not prevent such organizations from attempting to solicit donations, such a denial will in its practical effect, break up all illegitimate collections. The public will soon begin to inquire, whenever an organization begs for money, as to whether said organization has been properly certified by the official Board of Charity Examiners. The lack of such a certificate will of itself put willing contributors on their guard. Everybody will ultimately be wary as to whom they give money in the name of charity.

A board of this kind will be of great value to our people. I recommend, therefore, an ordinance that will make such a meritorious change possible.

(48) A Good Way for the City to Advertise Baltimore.

I verily believe Baltimoreans wish to see the attractions and advantages of this city better advertised to the world. If that

be true, our people must spend money to do it. Inasmuch as such advertising will be a benefit accruing to every man, woman and child in Baltimore, I feel that the municipal treasury should pay for some phases of that advertising.

You ask me, what would I suggest? Let me tell you something. When I attended the League of American Municipalities, at St. Paul, last summer, I found that the delegates from many of those wide-awake, growing, aggressive cities of the West attended that convention well-armed with splendid booklets, illustrating and graphically describing all of the strong points appertaining to each respective place. Baltimore alone had nothing. Other cities were scattering, far and wide, valuable information about themselves. Baltimore could do nothing. We had no ammunition except what our delegation, with patriotic earnestness, put into circulation by word of mouth.

I am fully convinced that we need an official handbook of Baltimore. Mind you, I use the word "official." By that I mean we should issue a book vouched for by the municipal government. That book should contain a plentiful display of properly selected illustrations, together with a full, effectively described and intelligently classified line of descriptive reading. The scheme should be developed, with the view of best effectuating the real purpose behind it. The information, in arrangement as well as in substance, should be a valuable business document. It should bear the official stamp of the municipality, thereby putting behind it the pledge and verification of the city government. A reasonable number of copies should be issued every year, with annual revisions and modifications to keep it up-to-date. Not a single line of advertisement should be admitted within its covers.

It should become the city's statement to the world as to what Baltimore is.

And a reasonable number of said books should be at the disposal of our business houses, and of our trade organizations. They will help in promoting the work of effective distribu-

tion. The issue should be a free one; and in sufficiently liberal supplies to prove practically serviceable.

I realize that this will cost several thousand dollars a year. But, in my opinion, it will be money so well and wisely spent that all of our enterprising business men will gladly endorse it as being "excellent" in conception, as well as of great practical value.

In addition to the above book, the city should arrange, through the City Librarian, for the periodical issuance to the world at large of news matter about Baltimore. Those items should show what Baltimore is doing; what she is planning; what important events are transpiring within her bounds. They shoudd also include such other suggestive items as will keep the city constantly in the eye of the nation as a moving, enterprising, advancing city. These items, by being syndicated, properly handled and effectively distributed, would find ready reproduction in hundreds of papers all over the United States.

(49) A Plan to Add Speed to Public Improvements.

I want to call your attention once again to the importance of forcing from the General Assembly some modification of our condemnation law. The Legislature should be asked to pass a condemnation law under which the city, upon institution of condemnation proceedings, will be allowed to take immediate possession of the property in question. The fixing of the value of said property should be left, without prejudice to either party, to be worked out by such proper legal proceedings as will follow after the city has secured actual possession of the property.

The practical effect of this will be to save the city money. Experience shows that whenever the city wants to acquire property for municipal uses, the owner puts on it a very exaggerated value. That value is usually far in excess of what he is willing to concede it to be worth when the property

is assessed for taxation purposes. The owner goes on the theory that the city will find it expedient to avoid the delays of tedious condemnation proceedings by paying for the property more than it is really worth. And, very often, the matter of time is of so much consequence to the city, that an exorbitant price has to be given in order to break up the absurd delay which the present condemnation law makes possible.

If an owner realized, however, that under a new law, the city, when it needed a piece of property for public uses, could enter immediately upon and take possession of the said property, the said owner would be more apt to come to an equitable agreement. All public improvements could thus be hurried to a more prompt conclusion; and that, too, at less cost to the public treasury.

A bill to this effect was introduced, at my request, in the Legislature of 1908, but was not passed. The effort in that direction should be repeated.

(50) A Mayor's Best and Noblest Policy.

The public has a comparatively vague notion as to the office of Mayor under the City Charter. There are so many checks and limitations which have been inserted into that instrument that, to a degree, it dwarfs the individuality of any particular Executive. There is not half the opportunity for a man to stamp his own personal impress on city affairs as I would like to see. The Charter makes it almost impossible for a Mayor to develop such big and broad policies as he would like to do, or to force those policies forward to successful fruition.

The Mayor's powers and opportunities are manacled or mutilated at almost every turn. He is forced to carry a responsibility far out of proportion to his ability either to compel or to prevent. The all-important element of authority is badly chopped up under the existing Charter. It matters not how big or splendid may be the aims or policies of an Executive,

by the time any proposition runs the gauntlet of these Charter interferences it is beaten and battered into an unrecognizable shape.

We are continually talking about "business methods" in the administration of municipal government. That, in the end, reduced to its final analysis, means nothing more nor less than "getting the biggest results at the least cost." In order to accomplish that end, the government that undertakes it must, as the very first essential, be permeated with the ideals of sincere honesty. I can conceive of no better policy for any Mayor to undertake than that of filling the official and administrative service with a sense of deep and effective conscientiousness. The Executive who starts out with the resolve to attain such an end is very apt in the long run to make his influence in that direction wholesomely felt. The general tendency of any administrative body is bound, as time rolls on, to approximate that type of honesty exemplified in the man at the head of the government.

That is why I claim that any Executive who starts out with the determination of little by little forcing the administrative service to the highest possible average of honesty and conscientiousness, will, by such a policy, ultimately put the city upon the very best business basis. An administrative service, with honesty and conscientiousness as the controlling influences, is bound to get for the city "the biggest possible results at the least possible cost."

This efficiency of service can't be produced in a day, neither can it be produced by any artificial machinery. It is very apt to develop, however, where it is known that the head of the government intends to exact it. There is no better incentive in the world to honest action among the units of city government than the knowledge, well authenticated, that the Chief Executive is a deadly enemy to dishonesty. Dishonesty is always afraid of the hammer; but the hammer must be in a hand not afraid to wield it.

Personally, I would like to see some of the Charter shackles

removed from the office of Mayor. The Mayor, under the proposed new Charter, will have a far better opportunity to conceive and establish policies. His powers will be broader; and his authority to compel results and shoulder the responsibility thereof will be eminently superior to what now obtains.

In the meantime, our aim, municipally, should be to destroy every factor that clogs or hampers the steps of local enterprise. We should work to force the gates of business opportunity to such a wide-open degree that Baltimore will be able to enjoy, to the fullest measure, what her natural advantages should make easily possible. We should see that not a penny is taken from the taxpayers, unless it is absolutely needed. And we should, furthermore, see that when any such penny is taken, it shall be used by the city authorities to the very best advantage.

There is nothing which better helps the business circle than the jealous guarding of every business man's cash. By "business men," I mean every individual who earns an honest dollar. The more money left in the pockets of our people, the more money is there available for general commercial purposes. It should be the policy of every Mayor, therefore, to apply the pruning knife wisely to all public appropriations, so as to reduce the municipal demands to the very minimum of decency. There is no more important duty imposed upon any city executive than that of protecting the people's pocket-books. Rigid economy should be the persistent and practiced motto. Small, as well as large, leaks should be prevented or stopped.

This idea of "economy," if pressed intelligently and pertinaciously, is bound to produce wholesome financial results, putting the municipality upon a clean, healthy basis, and, at the same time, leaving in the pockets of the people every possible dollar for their own private prosperity.

Every man who helps to provide such an efficacious and progressive municipal government, that is, a government commensurate with the dignity and standing of the city in question, is a great and valuable public benefactor.

Such an aim, when backed up and supplemented by sterling honesty in the public service, will give to the people the kind of government they really want.

And the people, after all, are entitled to nothing less than the very best.

Of course, you realize that such an end is difficult of achievement unless the legislative branch consistently backs up and promotes the underlying aim of the executive department. The City Council should be a constant exemplar of that straightforward, rugged honesty that it wants to see reproduced in the administrative service. Such a controlling motive, underneath all parts and divisions of the government, should prove a powerful and resistless lever in lifting and advancing our city's material interests.

(51) Oft Repeated Subjects Which Warrant Another Repeating.

There are certain results for which I have been laboring ever since I have been Mayor of the city, to which I again wish to call your attention; and which, I hope, will win your full approval and gain your most aggressive co-operation.

There is nothing for which Baltimoreans should more earnestly struggle than a full and practical establishment of the "home rule" idea. I can hardly conceive of anything so illogical as to see the municipal authorities of Baltimore compelled to run down to Annapolis to get permission from the General Assembly to do something that has no bearing on anything or anybody but ourselves. Why can't we, in local matters, be left absolutely free to do as we please? Why should we have to ask Allegany County or Somerset County to give us permission to do for ourselves, in local matters, what we know will be best for ourselves? Such a frustration of the "home rule" idea is thoroughly un-American. That is why I have fought so consistently and persistently to win for Baltimore her complete municipal emancipation. It was my privi-

lege last summer at the session of the League of American Municipalities to present my views in this connection. I there championed the "home rule" idea.

I am glad to see that our present Governor is a convert to this view. He sees very clearly that the Police Board and its allied boards and also the Liquor License Board are all local institutions. He agrees with me that those boards should be controlled by Baltimore, since they affect none but our own people and our own welfare. Being home institutions, they should be under the dominion of the "home rule" idea. That is fair and just, and should, in consequence, be established. This favorable attitude of the Governor should encourage us to plunge into an active, aggressive, practical campaign to win for ourselves unrestricted home rule. We should secure control of all of our boards and win for ourselves absolute self-government.

This same idea carries along with it the right to ask for ourselves the full amount of revenue which comes from a source that is absolutely localized in all of its bearings. I am still of the opinion that the State should surrender to us every dollar of revenue which comes from the licensing of our own liquor business. Every fair and sound argument leads to that one conclusion.

In harmony with this idea, there should likewise be urged the logic and justice of the State's exempting city stock from taxation. Our stock is one of the principal agencies used in our city government; and it consequently should be relieved by the Legislature from every tax burden. The reasons in proof of this position are so numerous and convincing that I am still amazed to think that the relief has not long since been granted.

(52) The Assessment Question Should Be Adjusted.

It has been my contention that Baltimore and Baltimoreans are entirely too indifferent about the relative burden they are carrying in the matter of State taxation.

We do too much talking and too little acting. Baltimore is a tremendous factor in our State tax problem. The volume of revenue that is pouring into the general Maryland treasury out of the pockets of Baltimoreans in particular is exasperatingly disproportionate. There are various sources of revenue to which Baltimore contributes more than the lion's share. I have had the Bureau of Legislative Reference compile for me a series of financial tables that are literally startling in their revelations. I have embodied them in this message, They warrant close and analytical study. There is a big lesson to be learned from what those figures disclose.

That is why I think it is time for the Baltimore public to get behind the municipal authorities and make a powerful and unyielding demand for an equitable readjustment of the tax situation. There is money going away from Baltimore into the State treasury which rightly belongs to us. We ought to have it; and we ought not to desist in our demands until we get it.

There are two lines of reform which our city people should endeavor to force. One is the securement of legislation which will give to Baltimore a more equitable share of the actual revenue which she herself produces. Another is the securement of legislation which will put the entire State assessment upon a fairer basis. There is no question about the fact that the methods of assessment, for State purposes, all over Maryland have been developed in a way that is directly hurtful to Baltimore City. The assessment in Baltimore and the assessment in the counties—in so far as fixing values for State taxation is concerned—should be handled in a way that county and city assessments will be put upon exactly the same basis. I am convinced that taxing Baltimore for State purposes on a full valuation, while some of the counties are taxed for the same thing on a two-thirds valuation, is so palpably unjust that some practical measures should be taken to induce the next General Assembly to right this wrong. Our assessment in

Baltimore should be made to approximate the valuations in the counties; and the assessments in both counties and city should be so intelligently and conscientiously handled that every taxpayer, in the counties as well as in the city, will be made to pay his due proportion toward the support of government—no more and no less.

It will be observed from the statement given below that of the revenue received by the State, which is capable of accurate determination as to the source, 69.38 per cent. is contributed by Baltimore. The same may be practically said of the items contained in Statement No. 1, since the revenue derived from these sources is in nearly every case practically contributed by the city and the counties in the same ratio. As an example of this, under present conditions, this city will contribute at least 69 per cent. of the State Road Loan.

A conservative estimate would probably be that, of the $833,576.82 as itemized in Statement No. 3, at least 75 per cent. is either directly or indirectly contributed by the city. To give an illustration of this it is only necessary to say that the license and tax on insurance companies is largely due to Baltimore, since of the $9,479.16 paid in the way of license fees for insurance brokers, $9,100 comes from the city, and only $379.16 from the counties.

For the information of the Councilmen and the public at large, I herewith submit the folowing statistics:

State Revenue—Maryland, 1910.

Total gross receipts as per Comptroller's report.....	$5,875,598 65
Less three-fourths of liquor licenses returned to Baltimore.....	1,144,820 63
Total net receipts.....	$4,730,778 02

From this amount it seems but fair and proper to deduct the following amounts as being almost purely State sources and of which it is impossible to ascribe any definite amount as coming from Baltimore or the counties:

Statement No. 1.

Income from Stocks and Mortgages held by the State:	
Annapolis Water Company	$1,800 00
Farmers' National Bank of Annapolis	4,182 30
Northern Central Railway Company	90,000 00
Baltimore and Frederick Turnpike Company	275 00
Other sources:	
Interest on deposits	9,745 10
Interest on personal accounts	7,370 70
Interest on public debt	5,604 28
Land Office	3,089 34
Maryland Agricultural College	3,478 30
Maryland Pententiary	44,124 36
State Road Loan	776,904 00
State Hay Scales	286 93
Recording Fees	1,623 43
State Wharves	2,000 00
Sale of Laws of Maryland	78 50
Appropriations—Re-payment	75 00
Insurance premiums—Returned	89 22
Sale of yawl, etc	107 03
Tax on foreign corporations	18 305 03
Fees from foreign corporations	2,925 35
Excess fees—Court of Appeals	725 03
Penalty on corporations	511 82
Bank Commissioner	2,095 00
Boundary line—Maryland and West Virginia	49 10
Conscience Fund	6 00
Civil Commissions—Secretary of State	60 00
Fees—Public Service Commission	62 20
Printing records in State cases	210 00
State Tomato Scales	1 26
	$975,784 28

There are other items of revenue which it is impossible to separate and give an accurate statement or even estimate as to the amount contributed by Baltimore and the counties, respectively, these items being as follows:

Statement No. 2.

Licenses:	
Purse net	$75 00
Dredging	16,252 50
To sell commercial fertilizers	11,190 00
General measurers and inspectors of oysters	43,671 94
Motor vehicles	9,301 00
Mortgages	60
Total	$80,491 04

There are certain other items of revenue of which it is not possible to ascribe any definite amounts as coming from the city or counties, but about which it may be possible to make a conservative estimate, these items being as follows:

Statement No. 3.

Tax on gross receipts of railways, etc	$534,620 32
Licenses and tax on insurance companies	254,141 27
Fees of Insurance Commissioner	21,684 99
Franchise tax on charter rights	134 38
Bonus on corporations	22,995 86
Total	$833,576 82

Adding the sums contained in the above three statements, the following result is obtained:

Statement No. 1	$975,784 28
Statement No. 2	80,491 04
Statement No. 3	833,576 82
Total	$1,889,852 14

It may then be stated as follows:

Total net receipts	$4,730,778 02
Less Statements Nos. 1, 2 and 3	1,889,852 14
Amounts contributed by Baltimore and the counties capable of accurate determination	$2,840,925 88

Having eliminated the items of which it was impossible to ascertain the exact amounts contributed by Baltimore and the counties, respectively, the following detailed statement shows the sources and amounts contributed by each:

	Baltimore.	Counties.	Total.
General tax	$731,614 29	$492,385 70	$1,223,999 99
Tax on city stock	44,737 63	.....	44,737 63
Licenses:			
Traders	107,760 66	100,015 13	207,775 79
Liquor	381,976 65	52,683 76	434,660 41
Ordinary	9,882 67	14,901 55	24,784 22
Oyster house	.....	5,798 22	5,798 22
Billiard table	1,604 65	10,029 36	11,634 01
Brokers	22,825 43	3,306 57	26,132 00
Race and fishery	.....	3 80	3 80
Exhibition	23 76	6,817 28	6,841 04
Hawkers and peddlers	668 36	706 23	1,374 59
Cigarette	8,070 55	5,019 13	13,089 68
Auctioneers	4,550 00	31 35	4,581 35
Stevedore	158 82	.....	158 82
Oyster measurers	194 75	.....	194 75
Oyster packers	1,608 75	2,351 25	3,960 00
Tong and scrape	.....	8,518 96	8,518 96
Bay fishery	24 75	453 14	477 89
Gaugers	99 00	.....	99 00
Gunners	.....	42 74	42 74
Live stock dealers	.....	815 45	815 45
Interest	247 68	.....	247 68
Excess fees	66,261 23	23,153 49	89,414 72
Tax on Civil Commissioners	6,249 10	4,691 10	10,940 20
Fines and forfeitures	12,839 80	1,177 70	14,017 50
Executors and administrators	34,424 62	27,641 80	62,066 42
Inheritance taxes	242,739 51	51,254 26	293,993 77
Tax on protests	672 00	111 00	783 00
Savings banks	49,562 15	4,243 59	53,805 74
Fees of Maryland Surety Cos.	7,500 00	.....	7,500 00
Oyster fines	447 40	994 85	1,442 25
Oyster fund	.....	2,105 00	2,105 00
Gross receipts of corporations	133,294 46	22,206 68	155,501 14
Tax on incorporated institutions	101,278 11	28,150 01	129,428 12
	$1,971,316 78	$869,609 10	$2,840,925 88

(53) Two of the Most Important Public Measures.

Your Honorable Body by Ordinance No. 372, approved July 26, 1909, authorized me to appoint "nine able and discreet" persons to be known as the New Charter Commission. This Commission was duly appointed by me. It was composed of some of the foremost citizens in the community. These gentlemen, after five months of careful and painstaking work, submitted the draft of the New City Charter to the Legislature of 1910. It was presented on February 21 of that year. Owing to the lateness of the session, the Legislature did not pass the charter nor allow it to be submitted to the people, where it should have been permitted to go, at the following election. Many of the more improved methods of what we recognize as first-class administration, for which I have long stood and earnestly worked, are embodied in that New City Charter. I trust that before the next Legislature meets, a full and free discussion of its merits may convince the most skeptical that it is a proper and satisfactory measure to be adopted.

Another matter of great public importance and concern to us is the matter of continuing the sewerage work. In a short while we will have expended $10,000,000; that amount is now in works which are under and above the ground. The additional $10,000,000 is absolutely needed in order that the system can be completed. It would be a public calamity to allow that work to drag or be delayed. The interest and sinking fund must be levied each year, and the sooner the work is completed, and the people put into possession of the benefits of its operation, the better it will be for all concerned. Therefore, I urge the co-operation of all citizens in the campaign, for the adoption of this measure, in the spring of 1911.

(54) Some Few of the Four Years' Achievements.

Before concluding my message, it might not be inopportune to call your attention to some few of the achievements which have marked our four years' of municipal association. I shall not attempt to recapitulate all. I merely wish, in a series of brief paragraphs, to direct your attention to but a small number of the many results, thereby giving you some notion of the active enterprise which has marked the period of this municipal term. Just think over some of the following items:

1. Developed a "home rule" sentiment, which promises to embody itself in practical form in the provisions of a new Charter.

2. Revision of tax laws by commission, under which the general body of taxpayers have been relieved of part of the tax burden, due to the finding of additional revenue from existing sources.

3. Settlement of easement cases to the advantage of the city.

4. Popular approval of loans for public improvements amounting to $14,500,000.

5. Elimination of red tape in conduct of city business.

6. Weeding out dishonesty and inefficiency in the municipal service wherever discovered.

7. Development of plan under which the various departments work with better co-operation.

8. Introduction of system of lighting private streets and cleaning private alleys, wherever the public interests were to be benefited.

9. Establishment of plans for big technical school, as represented by the enlarged Polytechnic Institute.

10. Forcing of dock system to quick and successful completion, with resultant profits to city; and the development of plan for pushing system into South Baltimore section,

thereby opening up that part of the city to a great business future.

11. Settlement of disputes with residents of Annex about taxation upon an amicable basis; and improving Annex, so as to bring in much territory on full tax rate.

12. Encouragement of civic pride and enterprise, culminating in plan to build commercial tradeway over Jones Falls.

13. Securement, through organized municipal effort, of a substantial portion of Good Roads appropriation, resulting in obliteration of certain unpopular turnpikes.

14. Successful expenditures of previously approved loans, the money disbursed aggregating $9,749,700.

15. Systematic handling of Department of Street Cleaning, thereby reducing the unit of cost below that of any other big city in the Union.

16. Leasing of nearly eight hundred thousand feet of conduit space, with a resultant revenue of more than three hundred and fifty thousand dollars.

17. Organization of nine new engine companies; five new truck companies; building of one new fireboat; putting in 187 new fire alarm boxes; addition of 265 new men.

18. Ten miles of new streets, about forty feet wide, under City Engineer; 996 linear feet of new steel and concrete bridges and an average of about thirty miles a year of street repairing. Street paving handled so as to give better results at less cost than during any other period in the history of the city.

19. More money spent to improve and enlarge Bay View than in the entire preceding forty years.

20. Three times more work done by the Harbor Board than in any other similar period.

21. Expenditure of $2,513,268, under Inspector of Buildings Department in the erection of schools, engine houses and maintaining public buildings.

22. About 324 city blocks cleared of telegraph, telephone, electric light and other wires.

23. Creating a sentiment among all city employees to the effect that neglect, inefficiency, or wrong-doing of any character will not be tolerated.

24. Continuing a high average in the volume of municipal improvements; and yet doing so with a tax rate tending downward instead of upward.

25. Inaugurating a system in the Mayor's office under which every proposition or complaint which is submitted there for solution is forced to a final conclusion.

26. Completion of plans, and approval thereof by national experts, for the construction of the great water impounding scheme. Preliminary work on the scheme already started.

27. Co-operation on the part of the city government with the various improvement associations, with the view of developing them into helpful municipal agencies.

28. Adoption of the financial proposition worked out by the Finance Commissioners and the City Register under which taxpayers will get immediate returns and benefits from the over-accumulation of sinking funds.

29. A sincere and effective effort to make the eight-hour law a practical success.

30. Readjustment of the old method of handling garbage. Under the new order of things, the garbage plant in South Baltimore was removed from the city limits. The city now collects the garbage itself. It is then disposed of by the Southern Product Company, for the city, in a very effective and satisfactory manner.

31. Loans previously approved, but money spent under this administration, were as follows: Public Parks, $1,000,000; Annex Paving, $2,0000,000; Sewerage, $6,749,700; New Engine Houses, $1,000,000; New School Houses, $1,000,000—total, $11,649,700.

Loans presented and approved by people under this administration were as follows: Water, $5,000,000; General Fund, $3,000,000; Dock, $2,000,000; School House, $1,500,000; Con-

duit, $1,000,000; Burnt District, $1,000,000; Jones Falls, $1,000,000—total, $14,500,000.

32. Tremendous development of public bath accommodations, to the great delight and physical advantage of the thousands who use them.

33. Laying of over twenty-three miles of new and improved streets under Commissioners for Opening Streets.

34. Completion of Forest Park Reservoir, thus adding to the high service pressure and increasing storage supply 225,000,000 gallons.

35. Introduction of modern system of accounting, with checks and balances, thus putting Baltimore on a par with the best managed municipalities in the country.

36. Cordial assistance given to playground and public athletic movements, thereby giving greater impetus than ever before to this helpful method of physically developing our growing young citizens.

37. Development and testing of new pipe line system, with the result of reducing to a minimum the chance of serious conflagrations in the business section.

38. Arrangements completed for new school in Southwest Baltimore and also for new school in South Baltimore. One new school completed in East Baltimore and another in course of successful development. One new school in North Baltimore and two new ones in West Baltimore. Plans evolving for more schools at needed spots.

39. Various schools, by judicious improvements, have been advanced from their old, unsatisfactory condition into better and more modern structures.

40. Tremendous impetus given to work, by Health Department, of handling the tuberculosis problem in Baltimore, as well as the handling of other health-menacing propositions.

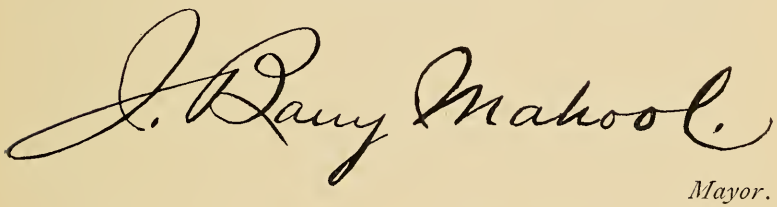
Conclusion.

I desire to thank each individual member of the Council for the uniform courtesy which has been extended to me. While we have differed on some of the matters which have come before us, I am glad to say that I think we have all understood that honest differences of opinion are bound to occur among thinking men. I can sincerely say that I have been always accorded the greatest deference and respect by your Honorable Body.

With the best of wishes, then, I herewith submit to you this message.

Hoping that it will receive your careful consideration, I am,

Respectfully,



Mayor.

SPECIAL.

The city has not only strengthened its general credit; but it has handled the sale of its securities with exceptional success. During the last four years the Finance Commissioners have sold a large portion of the stock to parties outside of town,—thus enlarging the market for our securities and at the same time bringing large sums of *outside* cash for deposit here, which has been used in our midst for the public benefit. The sales, in every instance, when judged by the market fluctuations at the time of the sales, were at figures which proved the credit of this city to be second to none in the United States. A large block of the last sales found ready purchasers in England.

Distributing the Horwitz Benevolent Fund.

The Horwitz Benevolent Fund—Accepted under Resolution No. 7, December 28, 1888, now contains $20,000 of various issues of Baltimore City Stock, the result of investing the income from the original legacy of $10,000 in 1888 under the terms of the will of Orville Horwitz, which provides as follows:

"Article 7. I give and bequeath unto the Mayor and City Council of Baltimore the sum of ten thousand dollars to be invested in permanent securities in the City of Baltimore, and as soon as the said sum by investments and re-investments of the rents, issues and profits thereof, shall have been increased to the sum of twenty thousand dollars, then I will and desire that the said rents, issues and profits shall be annually distributed under the direction of the Mayor of said corporation in aid of the support of twelve poor families of said City of Baltimore, to be selected by said Mayor without distinction of race, color, religion or politics in such proportions and sums as to the said Mayor may seem just; the said Mayor to report annually in his message to the City Council of said city the mode in which the said annual income has been distributed and the amounts in which and persons to whom the same has been paid and the reasons which have induced him to make such distribution. It is hoped that this bequest will be faithfully administered, and that the money will not be wasted amongst political idlers or bummers, as they are called, but will be so applied as to relieve the actual distress of worthy persons, and induce others to follow my example. The fund shall be known as the 'Horwitz Benevolent Fund.'"

In compliance with the provisions of said will, I placed the matter in the hands of proper persons for investigation, and I herewith submit their report:

On January 13th a committee consisting of Dr. J. Hall Pleasants, Robert Biggs, T. James Hunter, Louis Levin, J. W. Magruder and Nathaniel G. Grasty, met and after careful deliberation, selected the twelve families whom, in their judgment, should participate in the Horwitz Fund. There was a total of thirty-five applicants, many of whom were pathetic in

the extreme and would also have shared in the fund but for the fact that the will designates but twelve. This year only $283 is to be distributed and the committee felt that $23.58 to each family would be a proper apportionment.

The charities, one and all, declined to co-operate or to submit the names of any families unless assured that there would be no publicity, but that they would be designated as family "A" and family "B," etc. Members of the City Council or any person interested and promising to treat the matter confidentially, will be given full information by applying to this office, where a complete record of each case will be kept on file. Before submitting the twelve names which have been recommended, this department has taken the precaution to verify each case in detail.

Of the twelve families recommended, six happen to have been submitted by the Federated Charities, four by the Hebrew Benevolent Society and two by the St. Vincent de Paul Society. The committee felt that it would be well for the checks to be made out payable to the societies for families "A," "B," "C," etc., the checks to be cashed by these associations, the money disbursed by them, the receipts signed by the recipients to be returned to the City Comptroller. The charitable associations acting thus as almoners would have the advantage of not disturbing the present existing relations between these families and the charities.

Family A—Federated Charities.
Family B—St. Vincent de Paul Society.
Family C—Hebrew Benevolent Society.
Family D—Hebrew Benevolent Society.
Family E—Hebrew Benevolent Society.
Family F—Hebrew Benevolent Society.
Family G—St. Vincent de Paul Society.
Family H—Federated Charities.
Family I—Federated Charities.
Family J—Federated Charities.
Family K—Federated Charities.
Family L—Federated Charities.

AUDITOR'S STATEMENT

SPLENDID CERTIFICATE OF ASSURANCE FROM
EXPERTS WHO HAVE SEARCHED
DEEPLY INTO THE ACCOUNTS
AND SYSTEMS OF ALL
DEPARTMENTS

BALTIMORE AUDIT COMPANY

BALTIMORE AUDIT COMPANY,

1027-1029 Calvert Building.

Baltimore, Md., January 27, 1911.

To the Honorable Mayor and City Council.

Gentlemen:

We beg to report that under our contract we have made a continuous and thorough audit of the books and accounts of various departments of the city for the year 1910, and have seen that all revenues have been properly accounted for and verified.

We have likewise examined each and every voucher representing disbursements of the city's funds during the year, as charged by the Comptroller on his books against the specific appropriations to the various departments.

We have also verified the cash and bank balances as on December 31, 1910, and same have been found correct and in agreement.

During the year we have inaugurated in all of the departments a system of voucher records, in accordance with the recommendations to such effect, and are pleased to report that in all cases the reorganized system has been efficiently and intelligently carried out by those in charge of the books and accounts of the various departments, and in its adoption we have had the hearty support of all the officials and clerks with whom we came in contact.

It is our purpose as soon as the Comptroller's books are finally closed for the year (some of the adjusting entries not yet having been made) to prepare a report of our audit, giving in detail the total income of the city, and showing from what sources same was derived, and on the other hand the various purposes for which the city's funds were expended.

We shall also prepare a balance sheet to show the resources and liabilities as on January 1, 1911, and which we are sure

will strongly disclose that the finances of the City of Baltimore are in such healthy condition as to entitle it to the highest credit in comparison with other municipalities.

In the meantime we are prepared to certify that we have verified all sources of income and expenditure for the year, and have found everything correct; all receipts of money have been properly recorded and accounted for, and the disbursements made under proper authority.

We find much to commend in the efficiency with which the books and accounts are now kept, and we are quite sure there are few, if any, of our municipalities which have more up-to-date methods of accounting.

The safe-guards thrown around the city's funds are such that great difficulty would be encountered by anyone dishonestly inclined to profit at the city's expense.

Respectfully submitted,

BALTIMORE AUDIT COMPANY,

CHARLES L. HEHL, C. P. A.,

President.

FINANCIAL

THE CITY'S MONEY TRANSACTIONS
AS SHOWN BY THE
REPORTS OF THE CITY COMPTROLLER
THE CITY REGISTER
AND THE APPEAL TAX COURT

1. City Comptroller.
2. City Collector.
3. Commissioners of Finance.
4. Financial Condition of Corporation.
5. Unproductive Assets.
6. Physical Assets.
7. Depreciation Account.
8. Funded Debt.
9. Increment of the Sinking Funds.
10. Funded Debt, December 31, 1911.
11. Taxable Basis.
12. Population of City.
13. City Register's Effective System.

CITY COMPTROLLER.

Tabulated Statement, Showing Departmental Costs of Operating City Government.

In order that the people may have at their command a complete and detailed summary of the various costs to the taxpayers, of operating the different departments of the city government, the City Comptroller, at the request of the Mayor, has compiled the following very comprehensive tabulated report.

This report has grouped the several departments according to the scheme of governmental organization as provided for in the City Charter, at the same time individualizing all of the various departments embraced or included in every such group.

The report is as follows:

General Government.

Mayoralty	$61,725 20	
Law Department	50,360 29	
Comptroller	15,671 19	
City Register	14,549 49	
Commissioners of Finance	5,285 32	
City Collector	39,550 74	
Appeal Tax Court	58,699 46	
Elections	140,839 66	
City Council	59,048 60	
Printing	25,547 32	
City Hall and public buildings	105,865 21	
Board of Estimates	1,432 99	
Board of Public Improvements	500 39	
Liquor License Commission	17,162 35	
Topographical Survey	13,906 93	
Department of Legislative Reference	3,619 43	
Miscellaneous	43,208 37	
Total		$656,972 94

Public Safety.

Police Department	$1,285,818 46	
Fire Department	1,484,976 68	
Courts	221,562 63	
Health Department	167,871 68	
Inspector of Buildings	282,237 64	
Miscellaneous	1,499 17	
Total		3,443,966 26

Public Charity and Corrections.

Hospitals	$90,112 51	
Insane	140,093 51	
Homes for children, deaf, dumb, blind, etc.	23,805 06	
Supervisors of City Charities, and Bay View Asylum	305,829 23	
Lodging houses	993 10	
Prisons and reformatories	293,960 08	
Dispensary service and miscellaneous	12,679 83	
Total		867,473 32

Public Works.

Administration	$114,646 37	
Opening, widening and grading streets	55,189 96	
Street paving	851,252 13	
Street cleaning	383,430 78	
Street lighting	349,888 00	
Garbage collection and disposal	308,936 93	
Sewers and sewerage disposal	1,645,400 79	
Bridges	55,749 82	
Miscellaneous	15,363 45	
Total		3,779,858 23

Public Industries.

Water works	$1,281,955 05	
Ground rents and city real estate	44,866 83	
Markets	20,156 26	
Docks and wharves	462,745 62	
Electrical subway	338,239 62	
Total		2,147,963 38

Public Education, Recreation and Art.

Schools	$2,271,038 11	
Libraries	24,258 00	
Parks	544,629 11	
Public baths	60,153 12	
Institutions	25,483 01	
Total		2,925,561 35

Public Debt.

Tax on city loans	$44,737 63	
Interest on stock debt	2,186,506 86	
Temporary debt	500,543 75	
Total		2,731,788 24

Taxation.

Refunds	$7,460 34	
Bailiff loans	48,111 26	
Maryland Society for the Prevention of Cruelty to Animals	16,061 25	
Miscellaneous	11,762 26	
Total		83,395 11

Sinking Funds.

Sinking funds	701,003 98
Baltimore City—Total cash	$17,337,982 81

CITY COLLECTOR.

TABLE A—Total City and State Taxes, Including the Rural, Suburban and Annex, Received from January 1, 1910, to December 31, 1910.

				Rural, Suburban and Annex.		
	City.	State.	Total.	City.	State.	Total.
January	$4,249,194 37	$380,564 49	$4,629,758 86	$102,585 66	$18,032 02	$120,617 68
February	725,792 43	36,726 68	762,519 11	27,822 80	4,522 66	32,345 46
March	421,066 89	33,893 93	454,960 82	24,217 60	4,294 39	28,511 99
April	493,373 01	37,582 11	530,955 12	24,543 71	4,743 32	29,287 03
May	492,572 67	35,397 33	527,970 00	23,178 43	4,771 07	27,949 50
June	401,533 40	29,918 97	431,452 37	25,104 15	4,853 75	29,957 90
July	672,147 84	44,763 36	716,911 20	41,768 33	8,133 03	49,901 36
August	142,297 91	32,867 21	175,165 12	8,679 69	2,504 00	11,183 69
September	183,236 53	13,002 56	196,239 09	9,649 83	1,912 10	11,561 93
October	140,557 96	10,270 33	150,828 29	6,940 43	1,318 68	8,259 11
November	157,488 32	13,106 06	170,594 38	7,884 40	1,531 29	9,415 69
December	238,041 11	15,958 69	253,999 80	8,011 42	1,531 09	9,542 51
Total	$8,317,302 44	$684,051 72	$9,001,354 16	$310,386 45	$58,147 40	$368,533 85

City, including Streets and Mortgages	$8,317,302 44	State (City Proper)	$684,051 72
Rural, Suburban and Annex	310,386 45	State, Rural, Suburban and Annex	58,147 40
Total	$8,627,688 89	Total	$742,199 12

City	$8,627,688 89
State	742,199 12
Total	$9,369,888 01

COMMISSIONERS OF FINANCE.

Receipts and Payments.

The receipts were as follows:

Cash to credit of sinking and special funds, December 31, 1909		$27,298 66
Interest on stocks and investments		772,568 56
Interest on deposits (daily bank balances)		351 33
Water Board, 1½% on gross receipts for 1909,		15,728 18
Ground rents and rentals from real estate		33,139 18
Park Board 5% on gross receipts, 1910 "Park Tax" for Public Park Sinking Fund No. 2		27,829 86
Park Board, for Public Park Improvement 1955 Loan Sinking Fund		8,800 00
City Collector, by tax levy for the various sinking funds		699,361 74
Premium on the sales of Annex Improvement 1954 Loan and Burnt District Improvement 1960 Loan, made May 23, 1910		345 00
Mayor and City Council, to supply the annual deficiency in income of Enoch Pratt Free Library Fund		4,258 00
Mayor and City Council for Annex Impt. 1954 Loan Sinking Fund	$17,500 00	
Less portion through City Collector	17,270 63	
		229 37
Mayor and City Council for New Sewerage Improvement 1980 Loan Sinking Fund	$37,000 00	
Less portion through City Collector	36,515 05	
		484 95
Amount carried forward		$1,590,394 83

Amount brought forward		$1,590,394 83
Mayor and City Council for New Engine House 1957 Loan Sinking Fund	$8,800 00	
Less portion through City Collector	8,684 67	
		115 33
Mayor and City Council, for New School House 1957 Loan Sinking Fund	$8,800 00	
Less portion through City Collector	8,684 67	
		115 33
Mayor and City Council, for Water 1958 Loan Sinking Fund	$38,000 00	
Less portion through City Collector	37,501 94	
		498 06
Mayor and City Council, for Conduit 1958 Loan Sinking Fund	$7,600 00	
Less portion through City Collector	7,500 40	
		99 60
Mayor and City Council, for Burnt District Improvement 1960 Loan Sinking Fund	$7,600 00	
Less portion through City Collector	7,500 40	
		99 60
		$1,591,322 75

The payments were as follows:

City stock, purchased for sinking and special funds		$1,369,501 78
One year's interest on W. M. R. R. 3¼% 1927 Loan		55,380 00
One year's interest on W. M. R. R. 3½% 1950 Loan		30,625 00
One year's interest on W. M. R. R. 3½% 1952 Loan		35,000 00
Amount carried forward		$1,490,506 78

Amount brought forward			$1,490,506 78
One year's interest on W. M. R. R. 4% 1925 Loan		27,360 00	
Enoch Pratt Free Library Annuity		50,000 00	
Maryland Institute, account of Frederick Raine Fund, for medal		7 00	
School Board account of Frederick Raine Fund, for medals		14 00	
			1,567,887 78
Balance to credit of sinking and special funds, December 31, 1910			$23,434 97

Financial Condition of the Corporation.

Amount of the Funded Debt, December 31, 1910			$61,647,482 95
Amount of the Floating Debt (two promissory notes of the Mayor and City Council, issued to the Baltimore Sanitary and Contracting Company, each for $55,500, and dated January 2, 1908, at three and four years, respectively, bearing interest at 5% per annum, as provided in the Ordinance of Estimates for the year 1908)	$111,000 00		
Accrued interest to December 31, 1910	5,550 00		
		$116,550 00	
Also three notes of the Mayor and City Council, issued to the Maryland School for the Blind, each for $75,000, and dated June 16, 1909, payable, respectively, January 15, 1911, 1912 and 1913, or sooner if desired, bearing interest at 3½%, as provided in Ordinance No.296, 1909	$225,000 00		
Accrued interest from December 16 to December 31, 1910	328 13		
		225,328 13	
			341,878 13
Amount carried forward			$61,989,361 08

Amount brought forward		$61,989,361 08

Against which the city holds the following productive assets:

Sinking funds, face value	$21,639,381 61	
Water Works, stock outstanding	9,500,000 00	
Electrical Conduit System, stock outstanding	2,600,000 00	
New City Docks and Piers, stock outstanding	5,000,000 00	
550 shares Baltimore and Reisterstown Turnpike stock	2,062 50	
137 shares Baltimore and Frederick Turnpike stock	456 66	
		38,741,900 77
Excess of Funded and Floating Debt over productive assets		$23,247,460 31

Unproductive Assets.

10,00 shares of Valley Railroad Company of Virginia stock	.....	
625 shares Balto. and York Turnpike stock	.....	
New Court House, cost	$2,750,000 00	
City Hall, cost	2,250,000 00	
Market and school houses, wharves, jail, police stations, almshouse, iceboats, quarantine station, parks and squares, etc.	15,000,000 00	
		$20,000,000 00

The foregoing statement does not embrace any items connected with the current receipts and expenditures, but refers only to the stock obligations of the corporation and to investments specially set apart for the redemption of the same. The accounts now submitted for your consideration exhibit in detail all the transactions of the Commissioners of Finance for the current fiscal year.

They show the receipts, including a cash balance of $27-298.66 at the beginning of the year to have been	$1,591,322 75
And the payments to have been	1,567,887 78
Leaving a balance to the credit of the sinking and special funds, on December 31, 1910, of	$23,434 97

PHYSICAL ASSETS OF CITY.

Revaluation of the Tangible Property of the City, as Made by Experts in That Line of Work.

Docks, water front and other municipal property (Note 1)	$10,811,480 00	
School house lots and buildings, less ground rents	4,345,546 00	
Engine houses lots and buildings, less ground rents	1,037,450 00	
Hook and ladder companies, less ground rents,	246,706 00	
Parks and squares (areas of lakes and reservoirs deducted)	6,609,198 00	
Police stations	343,867 00	
Markets, less ground rents	1,048,590 00	
Property under Commissioners of Finance, not accounted for	14,300 00	
Ground rents on city property held by Commissioners of Finance	533,750 00	
Total municipal property, except water works, conduits, franchises, sinking funds, etc		$24,990,887 00
N. B.—This list of assets does not include the Sinking Fund holdings. The total value of those are shown in report of Finance Commissioners.		
To the above properties must be added the following departmental assets:		
Sewerage system	$13,318,255 72	
Water system	14,500,000 00	
Electrical conduit system	2,541,306 00	
Public baths	118,000 00	
Public libraries	550,000 00	
Bridges	2,118,488 00	
Public comfort stations	15,000 00	
		33,061,089 72
Total		$58,051,976 72

Note 1—The figures given on the books of the City Register show the value of this property, as represented in its cost of construction, taking into consideration also the productive powers in so far as revenue, or income, is concerned.

Depreciation Account.

In making valuations the following deductions from the cost of buildings for depreciation, etc., have been included:

Wharf property, no improvements charged.		
City Hall		$1,271,435 64
Court House—		
Appreciation	$573,889 62	
City Jail, with additions—		
Appreciation	3,998 33	
Bay View		237,111 00
Quarantine		11,373 00
City Morgue		750 00
Fourth Regiment		18,000 00
Old City Hall building carried as Water Department.		
Public schools—		
Depreciation	487,899 00	
Appreciation and additions	450,812 00	
Net depreciation		37,087 00
Engine Companies—		
Appreciations and additions	$141,836 00	
Depreciation	76,403 00	
Appreciations net	$65,433 00	
Truck companies—		
Appreciations and additions	11,641 00	
Depreciation	19,357 00	
Net depreciations		7,716 00
Police stations		14,204 04
Markets		333,472 23
Total net depreciation on all buildings covered by report (i. e., excess of depreciations over appreciations)		$1,287,828 91

The Funded Debt.

The Funded Debt, December 31, 1910, is	$61,647,482 95
The Funded Debt, December 31, 1909 was	56,584,082 95
Showing an increase during the year of	$5,063,400 00

Thus explained:

New Sewerage Improvement 3½% 1980 Loan, issued	$2,663,400 00	
Annex Improvement 4% 1954 Loan, issued	500,000 00	
New Engine House 4% 1957 Loan, issued	500,000 00	
New School House 4% 1957 Loan, issued.	500,000 00	
Conduit 4% 1958 Loan, issued	350,000 00	
Burnt District Improvement 4% 1960 Loan, issued	550,000 00	
		5,063,400 00

Increase of Funded Debt Authorized, but not yet issued:

New Sewerage Improvement 3½% 1980 Loan, Ordinance No. 227, 1905	$2,102,900 00	
Water 4% 1958 Loan, Ordinance No. 141, 1908	5,000,000 00	
Conduit 4% 1958 Loan, Ordinance No. 142, 1908	400,000 00	
Burnt District Improvement4% 1960 Loan, Ordinance No. 391, 1909	15,000 00	
Dock Improvement 4% 1961 Loan, Ordinance No. 557, 1910	2,000,000 00	
School House 4% 1961 Loan, Ordinance No. 556, 1910	1,500,000 00	
Jones Falls Improvement 4% 1961 Loan, Ordinance No. 555, 1910	1,000,000 00	
General Fund Bonds, ¼ of 1% 1955 Loan, Ordinance No. 564, 1910	3,000,000 00	
		$15,017,900 00

Increment of the Sinking Funds.

The increment of the sinking funds from December 31, 1909, to December 31, 1910, amounting to.....		$1,365,405 82
Was derived thus:		
From interest on stocks and investments...	$726,075 07	
From interest on bank deposits (daily balances).....	351 33	
From rentals of real estate.....	33,139 18	
From Water Board, 1½% on gross receipts	15,728 18	
From Park Board 5% on one year's gross receipts of "Park Tax" for Public Park Sinking Fund No. 2.....	27,829 86	
From Park Board, annual provision for Public Park Improvement 1955 Loan Sinking Fund.....	8,800 00	
From City Collector, by tax levy, for the various sinking funds.....	699,361 74	
From Discount in the purchase of city stocks for the sinking funds.....	498 22	
From premium on the sales of Annex Improvement 1954 Loan, and Burnt District Improvement 1960 Loan.....	345 00	
From Mayor and City Council, for account of Annex Improvement 1954 Loan, New Sewerage Improvement 1980 Loan, New Engine House 1957 Loan, New School House 1957 Loan, Water 1958 Loan, Conduit 1958 Loan and Burnt District Improvement 1960 Loan Sinking Fund.....	$125,300 00	
Less portion through City Collector.....	123,657 76	
	1,642 24	
		$1,513,770 82
Amount carried forward.....		$1,513,770 82

Amount brought forward		$1,513,770 82
From which deduct:		
One year's interest on W. M. R. R. 3¼% 1927 Loan	$55,380 00	
One year's interest on W. M. R. R. 3½% 1950 Loan	30,625 00	
One year's interest on W. M. R. R. 3½% 1952 Loan	35,000 00	
One year's interest on W. M. R. R. 4% 1925 Loan	27,360 00	
		$148,365 00
		$1,365,405 82
The face value of the sinking funds, December 31, 1910, is	$21,639,381 61	
The face value of the sinking funds, December 31, 1909, was	20,251,975 79	
		$1,387,405 82

The increase in value of the Sinking Funds is explained, thus:

Increment of the sinking funds	$1,365,405 82	
Increased capitalization of real estate value	22,000 00	
		$1,387,405 82

Face value of city stock, purchased during the year for the sinking funds, amounted to $1,369,500.00, and cost $1,369,001.78.

FUNDED DEBT, DECEMBER 31, 1910.

Name of Loan.	Rate.	Authority for Issue.	When Redeemable.	Amount.
Water	5 per cent.	Ord. No. 65, 1877	On or after July 1, 1916	$5,000,000 00
Funding	5 per cent.	Ord. No. 93, 1878	At pleasure, after July 1, 1916.	1,000,000 00
McDonogh Extension	5 per cent.	Ord. No. 157, 1890	September 1, 1916	280,000 00
Harford Run	4 per cent.	Ord. No. 86, 1879	At pleasure, after Jan. 1, 1920.	250,000 00
Patterson Park Extension	4 per cent.	Ord. No. 120, 1882	October 1, 1920	200,000 00
Paving	4 per cent.	Ord. No. 140, 1880	At pleasure, after Nov. 1, 1920.	500,000 00
Water	4 per cent.	Ord. No. 91, 1882	At pleasure, after Nov. 1, 1922.	500,000 00
W. M. R. R.	4 per cent.	Ord. No. 71, 1882	July 1, 1925	684,000 00
Annex Improvement	4 per cent.	Ord. No. 216, 1905	June 1, 1954	2,000,000 00
Public Park Improvement	4 per cent.	Ord. No. 228, 1905	May 1, 1955	1,000,000 00
Water	4 per cent.	Ord. No. 82, 1886	At pleasure, after Nov. 1, 1926.	1,000,000 00
New Engine House	4 per cent.	Ord. No. 239, 1907	June 1, 1957	1,000,000 00
New School House	4 per cent.	Ord. No. 240, 1907	June 1, 1957	1,000,000 00
Conduit	4 per cent.	Ord. No. 142, 1908	December 1, 1958	600,000 00
Burnt District Improvement	4 per cent.	Ord. No. 391, 1909	April 1, 1960	550,000 00
Conduit	3½ per cent.	Ord. No. 120, 1896	January 1, 1922	1,000,000 00
Conduit	3½ per cent.	Ord. No. 87, 1902	January 1, 1928	1,000,000 00
Internal Improvement	3½ per cent.	Ord. No. 98, 1888	July 1, 1928	4,850,000 00
Consolidated	3½ per cent.	Ord. No. 58, 1890	At pleasure after July 1, 1930.	5,000,000 00
Funding	3½ per cent.	Ord. No. 112, 1896	July 1, 1936	1,453,300 00
Public Improvement	3½ per cent.	Ord. No. 100, 1892	January 1, 1940	6,000,000 00
Refunding	3½ per cent.	Ord. No. 32½ 1898	January 1, 1940	4,300,000 00
Water	3½ per cent.	Ord. No. 86, 1902	At pleasure after Jan. 1, 1943.	1,000,000 00
Four Million	3½ per cent.	Ord. No. 137, 1894	March 1, 1945	4,000,000 00
W. M. R. R. Refunding	3½ per cent.	Ord. No. 18, 1898 Ord. No. 32, 1900	March 1, 1950	875,000 00
W. M. R. R. Refunding	3½ per cent.	Ord. No. 18, 1898 Ord. No. 32, 1900	January 1, 1952	1,000,000 00
Burnt Disrict Improvement	3½ per cent.	Ord. No. 71, 1904	June 1, 1954	6,000,000 00
New Sewerage Improvement	3½ per cent.	Ord. No. 227, 1905	October 1, 1980	7,897,100 00
W. M. R. R.	3¼ per cent.	Ord. No. 11, 1886	January 1, 1927	1,704,000 00
Stock due in 1860	6 per cent.		Unredeemed, no int. allowed.	482 00
Water stock due in 1875	6 per cent.		Unredeemed, no int. allowed.	270 00
Consol. stock due in 1890	6 per cent.		Unredeemed, no int. allowed.	427 50
Five Million stock due in 1890.	6 per cent.		Unredeemed, no int. allowed.	1,903 45
W. M. R. R. stock due in 1902.	6 per cent.		Unredeemed, no int. allowed.	1,000 00
			Total Funded Debt	$61,647,482 95

MISCELLANEOUS FINANCIAL INFORMATION.

Taxable Basis of the City for 1911.

Real estate (full city rate)		$320,037,047
Real estate (suburban rate)		12,762,187
Real estate (rural rate)		28,851,410
Personal (individuals, firms and foreign corporations)	$47,111,916	
Less plant exemption	4,661,627	
		42,450,289
Maryland incorporated companies (estimated)	$45,570,682	
Less plant exemption	4,570,682	
		41,000,000
Distilled spirits in bond (estimated)		1,200,000
Securities (30-cent rate)		165,834,235
Deposits in savings banks (estimated at 18¾ cent rate)		86,000,000
Total		$698,135,168

Taxable Basis.

Year.	Real.	Personal.	Total.
1880	$184,356,295	$64,247,798	$248,604,093
1890	233,670,083	69,619,525	303,289,608
1900	247,220,752	142,744,070	389,964,822
1905	266,039,627	245,437,159	511,476,786
1908	325,723,818	298,758,772	624,482,590
1909	350,137,707	305,263,645	655,401,352
1910	362,717,951	319,915,365	682,633,316
1911	361,650,644	336,484,524	698,135,168

Population.

1880	332,313	(United States Census.)
1890	434,439	(United States Census.)
1900	508,957	(United States Census.)
1910	558,485	(United States Census.)
1910	566,025	(Police Census.)

Funded Debt.

Year.	Gross.	Net.
1900	$40,003,883	$19,270,455
1905	43,313,183	17,726,492
1908	52,238,633	22,286,552
1909	57,097,433	25,092,938
1910, December 31.	61,989,361	23,247,460

Net debt ascertained by deducting productive assets from gross funds and existing debt.

City Register's Effective System.

The City Register has inaugurated several new improvements in his system of accounting, which insure almost beyond peradventure the safety of the funds in his custody and greatly facilitate the disbursement of the same to the many creditors of the city from time to time.

Since the discovery of the well-known defalcation, Mr. J. Sewell Thomas has made a change in the former system of making deposits in the various banks and proving the correctness of the same. Under the direction of the Commissioners of Finance four of the eighteen city depositories have been designated as "the active" and the others as "the inactive" ones. The funds of the Mayor and City Council when received, from taxes, sales of stock and other sources, after being properly entered in the cash book, are deposited in "the active" banks and distributed by transfer check among all the other city depositories. All checks for the payment of the Comptroller's warrants on the City Register are drawn on "the active" banks, and when the funds therein run down by drafts thereon, the balances are replenished by transfers from "the inactive" banks. Instead of sending the deposits to the banks, as was formerly done, the City Register requires two authorized employes of the bank in which he desires to make a deposit, to come to his office to accept the deposit, one of whom properly enters the same in the bank pass book. The

cashier of the bank receiving the deposit is required to mail to the City Register on the day of deposit a receipt in duplicate for said deposit, thus giving him two proofs of having made the deposit *unaltered*. The duplicate receipt is filed with the City Comptroller. At the end of each month, besides having all the bank books balanced, as was always done, he requires the cashiers of the various banks to send him, in duplicate, certificates of the balances shown on the bank's ledgers at the close of business of the last day of each month. The duplicate certificates are filed with the City Comptroller. At the request of the City Register, the Deputy Comptroller counts the cash, as stated on the petty cash book, in the hands of the Deputy Register, at the close of business of the last day of the month, and when the bank pass books are balanced and returned, the Deputy Comptroller proves the correctness of the same by a comparison with the duplicate certificates on file in the Comptroller's Department, and renders the City Register a clean bill of health, as it were.

For the convenience of the many thousands of city stockholders, the City Register has changed the old plan of paying city interest through the banks, and now prepares and mails checks for the same. The present plan is more modern and is very highly appreciated by the numerous non-resident and local holders of our bonds.

Since the law has provided for semi-monthly payment of salaries, the practice existing for many years of allowing officials to draw money on account in advance of the legal pay day, has been discontinued, much to the relief from annoyance and trouble to the City Register. The tax-payers never lost any money by the practice, which had been in vogue for many years under all my predecessors, and many cases of distress were relieved at various times by the accommodations.

WHAT THE VARIOUS DEPARTMENTS DID DURING 1910

LARGE MEASURE OF WORK UNDERTAKEN AND SATISFACTORILY FINISHED

1. Water Board.
2. Department of Street Cleaning.
3. Commissioner of Health.
4. Superintendent of Lamps and Lighting.
5. Harbor Board.
6. Department of Charities and Corrections.
7. Commissioners for Opening Streets.
8. Department of Legislative Reference.
9. Topographical Survey Commission.
10. Inspector of Buildings.
11. City Engineer.
12. Sewerage Commission.
13. Collector of Water Rents and Licenses.
14. Jail Board.
15. Public Bath Commission.
16. Park Board.

WATER DEPARTMENT.

Development of Plans and Preparation for Work in Connection with the Big Five Million Dollar Impounding Project— Details Relative to a Very Busy Department.

ALFRED M. QUICK, President,
RICHARD BERNARD,
CHARLES T. MITCHELL,
J. HENRY STROHMEYER,
ISAAC S. FIELD,
} Water Board.

Great progress was made during the year in preparing for the improvements in our system of supply which the $5,000,000 loan provides for. The consulting engineers Messrs. John R. Freeman and Frederic P. Stearns who were appointed by Your Honor in the latter part of 1908 completed their investigations and presented their report in March, 1910. With their report they also presented the report of Mr. George C. Whipple on the sanitary quality of our two sources of water supply—Jones Falls and the Gunpowder River— and on the turbidity of the Gunpowder River, and also on the report of Mr. Allen Hazen on the clarification and purification of the Gunpowder River water. The consulting engineers indorse our plans for the construction of a 20,000,000,000 gallon impounding reservoir on the Gunpowder River at Loch Raven, impounding water at an elevation that will supply our entire Middle and Low Service Districts by gravity, and for abandoning Jones Falls as a regular source of supply; and they recommend that the entire supply be taken from the Gunpowder River through a new 12-foot tunnel connecting the new dam with the present Gunpowder tunnel at a point about a mile from the present dam, and thence through the present Gunpowder tunnel to the city. They also recommend that the supply be clarified

and purified by first running it through coagulating and settling basins to be constructed on the line of the tunnel in Mine Bank Run Valley, and then filtering it in a slow sand filter plant to be built near the lower end of the tunnel in the city at Lake Montebello, the filter plant to have a capacity of 120,000,000 gallons per day. They also recommend that the filtered water be run from the filter beds into a 15,000,000 gallon filtered-water reservoir to be built adjoining the filter plant, and that the water be conveyed from the filtered-water reservoir to the Middle and Low Service distribution systems through 7-foot and 9-foot steel pipes and 4-foot and 5-foot cast-iron pipes. They also recommend that our present Middle and Low Service reservoirs, Druid Lake, Hampden Reservoir, Lake Montebello and Lake Clifton, be discontinued from regular service after the new works are completed and held in reserve for emergencies, that the Western High Service Reservoir be covered and used as a compensating reservoir for constant service for our entire High Service district, and that the other two High Service reservoirs, Guilford Reservoir and Lake Ashburton, be held in reserve for use when the pumping stations may be out of service.

Cost Nearly Six Millions.

As the consulting engineers estimate that the cost of all this work including all land, buildings, water rights, new roads and bridges, compensation to Baltimore county, engineering and contingencies, would be $6,630,000, they were requested to advise as to what could be done towards providing and conveying to the city an increased supply of clear and pure water, according to their suggested plans, for about $5,000,000 the amount of the loan authoized for this purpose. Accordingly they have suggested that the construction of the coagulating and settling basins, the laying of the pipe lines from the filtered-water reservoir to the distribution system, and the

covering of the Western High Service reservoir might be deferred, thereby reducing the cost to $5,411,000.

Have Started the Plan.

The consulting engineers' report was taken up by us and considered at our first meeting after it was received, or early in April. After thoroughly discussing the matter we decided to go ahead with the construction of the new impounding reservoir and filter plant in accordance with the recommendations of Messrs. Freeman and Stearns, provided that in the judgment of the Water Engineer the cost could be kept within the $5,000,000 loan, or approximately so, and to defer until a later date consideration as to the coagulating and settling basins, the connecting pipes from the filter plant to the distribution system, and the covering of the Western High Service reservoir. At our next meeting in the same month (April), the Water Engineer presented an estimate showing that all the work with the exceptions above noted could be done for about $4,865,000. Consequently we began work on the plans for the dam and filter plant and their appurtenances at once. For this purpose a new division of the department was organized and called "The Gunpowder Supply Improvement Division," and Mr. Emory Sudler, the assistant engineer of the department who had so ably and successfully supervised the construction of the new High Service Reservoir, was put in charge of the new division. The top floor of the Knickerbocker Building was rented as quarters for this division, and the rooms were fitted up and a force of men put to work as soon as possible.

Details of Filter Plant.

While the main features of the proposed filter plant were recommended by the consulting engineers, such as the character and capacity of the filters, their location and eleva-

tion, and the rate of filtration, many of the details remain to be determined. Consequently we have designed and constructed an experimental filter plant on a small scale, principally for determining whether any local sands are available for properly filtering our water supply, the best size and depth of sand to use, at what rates of filtration the Gunpowder River water can be clarified of certain turbidities, the availability of certain sand washing appliances, etc. This plant was built on the east bank of Loch Raven just above the present dam where the existence of a small ravine made it possible to economically build a small reservoir to hold the water to be experimented with. This plant was completed and fully equipped by the latter part of the year, cost only about $5,000 complete, and is so located and constructed that if desired it can be used as a permanent supply for the construction camp of the contractors who will build the new dam and appurtenances.

Plats Showing Property Needed.

Also we have made property plats of all property to be acquired; we have made complete surveys of the proposed location of the dam and of the filter plant and for all roads and bridges, have made borings all over the dam and filter plant sites and also at proposed bridge abutment locations and in rock formations near Loch Raven that might be available for quarries; we have made up and tested large sections of reinforced concrete pipe to determine its availability in place of steel pipe, the best method of water-proofing, etc., and have made many other tests and experiments.

Acquiring Land.

Also in order that the acquisition of the necessary land for the new impounding reservoir and filter plant might not delay their construction we appointed early in January, before the consulting engineer's report was received, a board of four

real estate experts to appraise all of the land required for the proposed construction. These appraisers completed their work and made their report early in the fall. Three lots of ground required for the filter plant have already been purchased.

Construction to Start in Spring.

The detail plans for the dam and filter plant are now sufficiently advanced so that construction can be commenced early in the spring of 1911.

In order that we might more intelligently consider the various problems arising in connection with the proposed improvements we decided to inspect some impounding reservoirs and filter plants in this section of the country. Consequently early in October we went on a trip to Wilmington, Del., Philadelphia, Pa., Albany and Croton, N. Y., and Clinton, Mass., inspecting filter plants at the first three locations mentioned, and the great Croton Dam and lake of the New York water supply system at Croton, and the Wachusett Dam and lake of the Boston water supply system at Clinton, Mass. The trip was a very interesting and instructive one and we obtained a great deal of information that will be of great value to us in carrying out the proposed improvements in our system of supply.

Hazards as Shown by Last Summer's Drouth.

The experiences of the year in our water supply have confirmed our judgment and that of the consulting engineers as to the urgency of the proposed improvements. The year was a very dry one; the total rainfall being only about 32 inches or far below the average yearly amount for this section. The stream flow of our sources of supply fell to a lower point by far than in any of the last 27 years during which we have been guaging it. For about 52 days between the middle of August and the first of October the total streamflow of our sources of supply was less than the consumption by

varying amounts up to 25,000,000 or 30,000,000 gallons a day. The lowest point reached in the flow of the Gunpowder River was about 36,000,000 gallons a day, and in the flow of Jones Falls about 3,370,000 gallons a day. For thirty days during the period mentioned the total flow of both sources of supply averaged only about 56,400,000 gallons a day, or nearly 13,000,000 gallons a day less than our normal consumption for that period. In the early part of September we found that our reserve storage was being so rapidly depleted that it might be entirely exhausted if the drought continued for some time and we immediately took steps to cut off as much as possible of the consumption that was not indispensable. We stopped all flushing of mains, all use of water for flushing sewers and gutters and washing streets, all street and lawn sprinkling, all street and park fountains, and had a number of our employees systematically patrol the streets to observe and report where water was being unnecessarily wasted so that it could be stopped. By public notice we requested all consumers to co-operate with us in economizing in the use of water, and asked the Police Department to aid us in stopping persistent waste contrary to our general instructions. We are glad to say that the Police Department and the public in general very willingly and effectively co-operated with us, and that the consumption was thereby reduced from an average of 75,000,000 gallons a day in August and the early days of September to about 60,000,000 or 61,000,000 gallons a day thereafter. In spite of this considerable reduction in our consumption, by the 18th of October, when the drouth was broken and our stream flow began to exceed the consumption, our available reserve storage capacity had been depleted by about 1,060,000,000 gallons and we had only about 418,000,000 gallons left. With the increased consumption of a few years hence it is thus evident that another similar period of severe drouth would result in our present reserve storage capacity being entirely exhausted, and that there should be no further delay in providing an increased supply.

Disinfecting Jones Falls Water.

For the last six months of the year the flow of Jones Falls was entirely inadequate to supply the Middle Service consumption and it was necessary for us to make up the deficiency by pumping water from the Gunpowder supply to that service continuously during that period. Also on account of the extremely low flow of this stream and the fact that during such periods of drouth a considerable proportion of its flow, especially from the Towson Run branch, is sewage, we started in September to treat the water at Lake Roland Gate House with chloride of lime and kept the treatment up until the supply was shut off entirely so as to fill up Lake Roland, which had been drained to the bottom of its available capacity, since about the middle of August. This condition exists practically every year on the Jones Falls supply to a greater or less degree, and the experiences of the year 1910 serve to emphasize the correctness of our conclusion that this stream should be abandoned as a regular source of supply.

For some time we have been convinced that the cultivation of several hundred acres of our land adjoining the upper end of Loch Raven, as has been the practice in the department for many years, was causing considereable of the silting up of the lake and an increase in the turbidity of the water there, and that it should be stopped. Consequently we have ordered that hereafter no land there be cultivated but that it be allowed to grow up in grass.

Fate of Mount Royal Reservoir.

Realizing that the old Mount Royal Reservoir is no longer of any use to us as a part of our water supply system because of its low elevation, and that it was of considerable expense to keep up and look after, we decided early in the year to ask the Park Board to take it off our hands and incorporate our ground there with the adjoining park land. The Park Board

agreed to the suggestion, the transfer was made, and our keeper there was discharged.

Stopping Water Pollution.

Very gratifying progress was made during the year in the matter of abating pollution of the streams in the drainage area of our sources of supply. Fifty-six cases of pollution were abated during the year, the greater part of them being of the most objectionable and dangerous nature. The most noteworthy occurence of the year, however, in regard to this matter, was the action of the State Board of Health in conjunction with our special counsel on pollution cases, Mr. Osborne Yellott, in taking steps to bring test cases before the Court of Appeals early in 1911 so as to have determined clearly and conclusively, as has not been heretofore done, the power of the State Board of Health to enter on any property from which it is suspected that polluting matter may be discharged to some stream in our water shed and make tests to prove whether it does or not, and also to compel the owners of such properties to abate the pollution at their own expense. If the Court of Appeals should decide that the State Board of Health has such powers, it would probably enable us to secure the prompt abatement of practically all of the serious nuisances remaining in our water shed.

Pumping Capacity Had to Be Increased.

Considerable progress was made during the year in the matter of revising the auxiliary piping, drainage and feed water systems, at our pumping stations, and installing appliances that would enable us to obtain accurate information at all as to the condition of the Pumping Station equipment as to the economy or effectiveness of its operation. Permanent indicator attachments were put on all of our main pumps. At Mount Royal Pumping Station, the Holly return system, which had been out of service since the plant was

built on account of defective design, was remodeled and put into service, a recording Venturi meter was put on the boiler feed pipe so as to get a continuous record of the quantity of feed water used, and draft guages, thermometers, and recording water, steam and vacuum guages were also installed. Also plans have been completed for making similar revision of the auxiliary piping and feed water systems, and for installing similar meters, guages, and other appliances, at the Eastern Pumping Station and the improvements there will be made early in 1911.

The increase in the consumption in the Western High Service District, the necessity of pumping continuously for about six months to our Middle Service District, and the impossibility, with our present limited reserve pumping capacity, of rapidly refilling the reservoirs of those services when they have been drawn down for any reason, accentuates the necessity of the large additional pump at Mount Royal Pumping Station for which we have previously been unable to obtain an appropriation. Consequently we have made a special request to the Board of Estimates to give us this appropriation for 1911, and we are gratified to know that they have granted our request. The amount of the appropriation asked and granted for this purpose is $200,000 which is to cover the cost of a 30,000,000-gallon vertical triple-expansion pump, and the necessary boilers, steam piping, water connections, etc. When the foundations at Mount Royal Pumping Station were rebuilt in 1908 we had those of the engine room especially constructed so as to allow the installation of such a pump, and the work can therefore be done at a minimum expense. Plans and specifications will be prepared for this equipment at once and the contracts for supplying it will be let as early in 1911 as possible.

Eastern Upper Service.

For two or three years we have been trying to extend our Eastern Upper Service to the extreme northern sections of the city adjoining Charles Street avenue and York road which are now either supplied from the High Service at very low pressure or which have no service at all. We had an appropriation for this purpose for two different years previous to 1910, which we were unable to use because of there being no street opened to that section from the nearest Upper Service main in Roland avenue through which we could run the 16-inch main we desired to lay. In order that the appropriation for this work would not lapse for a third time we made every effort possible to get the city and property owners to agree upon the opening of Thirty-ninth and Fortieth streets, in which we planned to lay this main. Largely through the co-operation and influence of Your Honor we finally succeeded late in the fall in having the matter settled, and in obtaining an easement in Thirty-ninth street from University Boulevard to York road, granting us the right to lay the main there. We at once ordered the necessary pipe and as soon as the first of it was received started to lay it. This main and its extension in Fortieth street from University Boulevard to Roland avenue will be completed in 1911, and we will then be in a position not only to properly supply the properties in the section mentioned that have had so long an inadequate service, but also to take care of the development on the Roland Park Company's land in the city and of the Guilford and other large properties there which are about to be developed.

High Service Reservoir.

The most important event of the year in the operations of this department was the completion of the High Service Reservoir. The work of the reservoir contractors on the reservoir proper was practically completed early in November, but the superstructure of the gate house, and the grading

and spreading top-soil on park land adjoining the reservoir near the gate house, was still uncompleted at that time. All work was, however, finished by the middle of December, at which time we started to fill the reservoir; and it was about two-thirds filled at the end of the year. The perfection of the work is shown by the fact that no leaks of any kind have developed. This reservoir has a capacity of about 200,000,000 gallons, a maximum depth of water of 30 feet, with a dam about 2,200 feet long having a maximum height of about 90 feet. It is built entriely of earth, rock, and clay, and the work was done entirely with steam shovels, construction trains, and wheel scrapers. There were three separate contracts: the diversion sewer for taking the drainage of the valley around the reservoir was built by C. B. Clark & Company; the gate house superstructure was built by P. J. Cushen; and the reservoir proper was built, and all grading, road making, drain and culvert building, etc., was done by Lane Brothers Co. & Jones. The Coffin Valve Company furnished the gates and valves in the gate house and gate vault. Work on the reservoir and diversion sewer was commenced early in July, 1908, and on the gate house superstructure early in May, 1910.

The total cost of the diversion sewer was about $60,086.64 and the total cost of constructing the reservoir, including the gate house superstructure, gate vault and connecting pipes, was about $584,227. In addition to building the reservoir and diversion sewer, we have graded about 2,500 linear feet of city streets adjoining the reservoir on the west and south, graded about 4,100 linear feet of park roads and 1,100 feet of park paths and graded, covered with top-soil, and seeded about nine acres of park land adjoining the reservoir, raised the grade of Liberty road by a maximum amount of about 30 feet for a length of about 1,130 feet and to a width of 100 feet, graded Slingluff avenue approach to Liberty road for a distance of about 450 linear feet, laid about 150 linear feet of 18-inch and 24-inch drain pipe, and constructed about 97 linear feet of 6 feet by 6 feet reinforced concrete

culvert under Liberty road; all of which work cost about $29,000.

The reservoir will be turned into regular service with appropriate ceremonies early in January, 1911, and the Western High Service District of our distribution system, with a present population of about 150,000 will then have for the first time in many years adequate reserve storage capacity to protect it from a water famine when the pumping station is out of service for any reason. As the Park Board have named the park which will surround the reservoir "Ashburton Park," we have decided to call the reservoir "Lake Ashburton."

Amount of Water Pumped.

At our pumping stations we pumped the following quantities of water: at the Eastern Pumping Station, 2,851,975,502 gallons of water to the Eastern High Service, and 300,516,484 gallons to the Middle Service; at the Mount Royal Pumping Station, 6,037,091,389 gallons to the Western High Service, and 2,250,353 gallons to the Middle Service; and at the Western Pumping Station, 357,460,892 gallons to the Western Upper Service, 55,861,625 gallons to the Eastern Upper Service, and 3,870,207 gallons to the Western High Service.

Financial Statement.

We had nine appropriations for the year from three different regular sources of revenue, as follows: two appropriations from the department receipts, $91,960 for salaries and $497,200 for expenses on regular operation and maintenance; three appropriations from the tax levy, $15,000 for laying a force main in Seventh street from north avenue to the new High Service Reservoir; $14,300 for laying a 16-inch main in Thirty-ninth street from University Parkway to York road; and $800 for acquiring a portion of land in the bed of Seventh street; and four appropriations from the $5,000,000 1958 Loan, $15,960 for salaries, $147,100 for general construction, and $12,000

for the gate house superstructure, on the new High Service Reservoir work, and $1,000,000 for engineering, land purchases, and construction on the proposed Gunpowder supply improvements.

In addition to the appropriation of $497,200 from department receipts for regular expenses, the cost of all new meters which we bought during the year was charged against the receipts during the year from bills for installing meters, in accordance with the usual custom, which practically augmented our appropriation for regular expense by $926.92 making the total appropriation for that purpose $498,126.92.

In addition to the appropriation of $147,100 from the $5,000,000 1958 Loan for construction on the new High Service Reservoir in 1910, the following additional amounts were made available for that purpose; the balance of the $1,000,000 1943 Loan remaining unexpended at the end of the year 1909, $17,955.56; $1,179.44 refunded to us by John S. Gittings for laying a 30-inch drain under a fill which we made on his land, and $227.50 refunded to us by Lane Brothers Company & Jones, for wages of a blasting inspector on their work on the reservoir, making a total available appropriation for construction on the new High Service Reservoir, $166,462.50.

With these modifications our appropriations for the year and the expenditures and unexpended balances therefrom were as follows:

No. 1—Appropriations from Water Department Receipts:

a. For salaries:			
Appropriation		$91,960 00	
Expenditure		87,899 13	
Unexpended balance			$4,060 87

b. For expenses:			
Appropriation		$497,200 00	
Added from meter receipts		926 92	
		$498,126 92	
Expenditure		498,119 39	
Unexpended balance			7 53
No. 2—Appropriations from the Tax Levy:			
a. For force main in Seventh street:			
Appropriation		$15,000 00	
Expenditure		13,531 71	
Unexpended balance			1,468 29
b. For 16-inch main in Thirty-ninth street:			
Appropriation		$14,300 00	
Expenditure		11 00	
Unexpended balance			14,289 00
c. For purchase of land in bed of Seventh street:			
Appropriation		$800 00	
Expenditure		.....	
Unexpended balance			800 00
No. 3—Appropriations from Loans:			
a. For salaries on new High Service Reservoir work:			
Appropriation from the $5,000,000 1958 Loan		$15,960 00	
Expenditure		12,543 55	
Unexpended balance			3,416 45
b. For general construction on the new High Service Reservoir from the $5,000,000 1958 Loan		$147,100 00	
Unexpended balance of the $1,000,0000 1943 Loan		17,955 56	
Refunded by John S. Gittings		1,179 44	
Refunded by Lane Bros. Co. & Jones		227 50	
Total appropriation		$166,462 50	
Expenditure		138,656 23	
Unexpended balance			27,806 27

c. For gate house superstructure for new High Service Reservoir:

Appropriation from the $5,000,000 1958 Loan	$12,000 00	
Expenditure	10,775 83	
Unexpended balance		1,224 17

d. For enginering, land purchases and construction on Gunpowder supply improvements:

Appropriation from the $5,000,000 1958 Loan:	$1,000,000 00	
Expenditure	53,197 24	
Unexpended balance		946,802 76

The unexpended balance of $14,289 from the appropriation for the 16-inch main in Thirty-ninth street has been transferred to apply to the completion of that work in 1911. Our appropriation of $800 for purchase of land in the bed of Seventh street was not used because the land was bought and paid for by the Commissioners for Opening Streets. This $800 and the unexpended balance of $1,468.29 remaining from the $15,000 appropriation for the force main in Seventh street revert to the general treasury for transfer to the general funds for 1911 expenses.

The unexpended balance of $27,806.27 from the appropriation for constructing the new High Service Reservoir and that of $1,224.17 from the appropriation for building the new High Service Reservoir gate house superstructure are transferred to our account for 1911 to cover final payments to the contractors on that work. The unexpended balances of all other appropriations from loans revert to the loan funds to be applied to future appropriations for general improvements.

The total receipts of the department from water rents, plumbing bills, sales of old material, rents, etc., were $1,060,202.47 for the year. The total expenditures of the Water Department and of the Collector of Water Rents Department charged

against the department receipts were $1,048,870.83. The surplus of $11,331.64 reverts to the general treasury for transfer to the general funds for 1911 expenses. The total receipts were $7,468 greater than the receipts for the year 1909. The receipts from water rents exclusively were, however, about $18,000 greater in 1910 than in 1909. Some portion of this increase is undoubtedly due to our action in 1909 in changing small churches and parsonages, small warehouses, and other small properties from a meter rate to a flat rate for the year, and also in placing a higher minimum charge on metered houses outside the city limits.

DEPARTMENT OF STREET CLEANING.

Remarkable Record of Effective Work at Cost Amazingly Below the Average in Other Cities—Snow and Dust Problems Splendidly Handled—Macadam as a Good Pavement.

JOSEPH L. WICKES, Commissioner.

"Penny wise and pound foolish" economy is laughed at by practical men. Practical men also insist upon having a dollar's worth for a dollar. If a practical man or a contractor is a competitor to get trade by rendering the best service for the least amount of money, those who succeed best in this are known as successful business men. All corporations are constantly making comparisons with their rivals as to the cost of operation and efficiency of service and the best and only way to determine whether your Street Cleaning Department has been administered in an economical and satisfactory manner is by making comparisons with similar depart-

ment in sister cities both as to cost and satisfaction given to the people as expressed in the number of complaints received.

Through the courtesy of Dr. Flack, of the Department of Legislative Reference, comparisons are here shown in our sanitary service with a number of other cities, giving the cost per ton of ashes, garbage, and rubbish removed, and the per capita cost. The following list compiled by Dr. Flack is taken from the Special Report of the United States Census for the year 1907, page 452:

	Total No. of Tons Collected.	Total Cost.	Average Total Cost Per Ton.	Total Cost Per Capita.
Chicago	732,041	$1,142,299	$1.56	$0.54
Philadelphia	1,416,180[3]	417,155[1]	0.29	0.28[4]
St. Louis	48,843	251,572[2]	5.15	0.38[4]
Boston	359,977	792,421	2.20	1.30
Baltimore	**514,221**	**206,742**	**0.40**	**0 37**
Pittsburgh	83,103	283,794	3.41	0.53[4]
Cleveland	129,494	286,197	2.21	0.60
Buffalo	181,832	239,820	1.32	0.62
Detroit	153,749[3]	67,271[1]	0.44	0.18[4]
Milwaukee	159,837	272,562	1.71	0.85
New Orleans	75,000	158,533	2.11	0.50
Washington	135,888	176,046	1.30	0.56

[1] This only seems to include the cost for garbage and does not include the cost of the collection and removal of ashes.

[2] Includes part of the cost of street cleaning and street sprinkling.

[3] Includes tons of ashes as well as of garbage.

[4] For garbage only.

In St. Louis and Pittsburgh, as well as Detroit, ashes are not collected by the city, so the cost of this is not included in the above statement. Attention is especially called to the fact that the only cities that are lower than Baltimore do not collect ashes. Pittsburgh even without the collection of ashes is higher than Baltimore, and as the total amount of garbage collected is only about one-third that of ashes in this city, it is fair to assume that we are rendering the cheapest service of any of the cities mentioned in the statement.

A comparison is also made by Dr. Flack for the year 1909

(figures for 1910 not being available) of the cost of collection and disposal of ashes, garbage and other refuse, and this again shows Baltimore the lowest city, with the possible exception of Detroit.

	Total No. of Tons Collected.	Total Cost.	Average Total Cost Per Ton.	Total Cost Per Capita.
New York.....	2,888,147	$2,752,461	$0.95	$0.577
Chicago	1,420,711[4]	1,216,870	0.856	0.556
Philadelphia	1,250,246	1,148,438	0.918	0.741
St. Louis.....	51,666[1]	104,365	2.02	0.152[3]
Boston	391,343	637,255	1.629[2]	0.95
Baltimore.....	**550,386**	**233,442**	**0.424**	**0.418**
Pittsburgh	64,023[1]	253,500	3.96	0.474[3]
Detroit	.....	184,405	.....	0.395
Buffalo	149,300	210,288	1.408	0.496
Cincinnati	257,393	206,631	.80	0.566
Washington	143,387	159,902	1.115	0.482

[1] City does not collect ashes at all.

[2] Cost per ton for collection and disposal by daily labor, $1.8416; by contract, $1.0307.

[3] For garbage only.

[4] Data for Chicago is for the year 1910.

It will be noted that notwithstanding the fact that Pittsburgh collects no ashes, the work in this city was done more cheaply.

We Beat Other Cities in Small Number of Complaints.

Again giving Dr. Flack as my authority in the matter of comparison of complaints, which is the true index of efficiency of service, the following is a statement of the total number of complaints received as reported by the following cities for

the year 1909, and will show what Baltimore is doing in this regard:

	Ashes.	Ashes and Garbage.	Garbage.	Total.
New York	1,112	.....	269	1,381
Philadelphia	452	.....	388	840
Boston	1,482	.....	1,403	2,885
Pittsburgh	.....	.....	2,583	2,583
Milwaukee	7,500[1]	.....	2,100[1]	9,600[1]
Baltimore	.....	**224, of which only 51 were justifiable.**		

[1] Milwaukee reports 7 garbage complaints per day; 40 ash complaints in winter, and 10 ash complaints in summer. This makes a total average of 32 complaints a day. Using 300 working days to the year, this would show about 9,600 for the year for that city—hence the figures above.

Low Cost of Street Cleaning.

The following is a table of the cost of street cleaning in various cities taken from the U. S. Census Special Report: Statistics of Cities, 1907:

	Total Cost.	Cost Per 1,000,000 Sq. Yds. Cleaned.	Cost Per Capita
New York	$6,941,912	$784.46	$1.64
Chicago	753,419	686.23	0.36
Philadelphia	907,624	238.89	0.62
St. Louis	697,524	916.11	1.05
Boston	538,542	855.78	0.88
Baltimore	**301,968**	**685.20**	**0.54**
Pittsburgh	406,203	370.96	0.76
Cleveland	215,844	705.37	0.45
Buffalo	189,683	251.59	0.49
San Francisco	285,590	743.72	[1]
Detroit	308,963	869.83	0.84
Cincinnati	336,916	281.58	0.97
Milwaukee	129,380	607.42	0.40
New Orleans	138,993	600.14	0.44
Washington	285,366	309.88	0.91

[1] Average per capita not computed because no reliable estimate of population could be made.

Away Ahead of Other Cities in Handling Snow.

It is with some pride that attention is called to the appended table of the cost of removal and final disposition of snow in Baltimore as compared with other cities. The figures for Baltimore were worked up by the Topographical Survey, and I believe are absolutely accurate. All the work in this city was done in five days immediately succeeding the snow-storm, and it was a matter of general comment how much more promptly the snow was removed in this city than by any of our competitors.

	Year.	Cubic Yds. Removed.	Total Cost.	Cost Per Cu. Yd.
New York.....	1909-1910	1,873,240	$1,405,874	$0.75
Chicago	1910	96,599	40,320	0.417
Philadelphia	1910	178,198	71,000	0.398
St. Louis.....	1910	166,000	25,000	0.15
Boston [1].....	1909-1910	114,168	43,078	0.377
Baltimore [2].....	**1910**	**239,711**	**10,174**	**0.0424**
Pittsburgh	1909	155,868	41,967	0.269
Detroit	1909-1910	198,100	23,491	0.1185
Buffalo	1910	91,117	23,779	0.25
Cincinnati	1909.	33,772	13,427	0.3975
Washington	1910	8,800	7,075	0.80

[2] This includes the amount paid the entire force, plus 10 per cent. for superintendence and use of tools, but cost of water was not taken into account.

Beat Other Cities in Various Lines of Work.

A careful analysis of the foregoing tables shows that in the matter of garbage and household collections, and in the matter of removal of snow, the work of this city was done not only more cheaply, but more efficiently than in any of the other cities.

In the matter of street cleaning, there are several cities which show a lower per capita cost than Baltimore, which is to be expected, as it is a recognized fact that rough cobble pavements are very much more expensive to clean than smooth, well-paved streets.

How to Get Some Better Pavements.

A proper pavement for light traffic streets is macadam. The old objection to macadam was dust. The use of dust palliatives for the last three years has convinced me that this feature can be properly overcome, and macadam paving properly treated with oil is better than sheet asphalt, bitulithic, or any of the so-called smooth pavements, so far as the absence of dust is concerned, and I think I will be borne out in this statement by anyone who has lived alongside of a macadam road during the hot, dry spell of the past summer. I believe that they suffered less inconvenience from dust than any people living alongside of any different class of road or pavement. Many of our residence streets could be paved with a good macadam paving, using a movable crusher to crush the cobble already on the street, from seventy to eighty-five cents per square yard, and the cost of oiling per year would be about three cents per square yard. The cost of cleaning a pavement such as described above would be very slight, and a large saving effected in the cleaning account.

Why then should not a well-laid macadam paving, properly treated with dust palliatives, be the ideal pavement for our light traffic streets? It is smooth, less noisy, more cleanly, more durable, and would cost less than one-half the amount for any of the so-called smooth pavements.

Success in Allaying the Dust.

During the year 1909, a number of different preparations of light and heavy oils were used on macadam roads around the city, and it was decided after a great deal of experimenting that the best results could be obtained by the use of an emulsion for laying dust. This method of dust laying was consequently adopted for the year 1910, for the reasons it could be more easily applied without stopping traffic and that it was very much cheaper than any of the other preparations. Through the courtesy of Mr. Patrick Flanigan we were able

to provide the facilities for obtaining this oil in tank cars, and unloading it at his yard on Kate avenue in large iron drums, using this as a central station, the oil being distributed wherever needed on wagons specially constructed for that purpose and applied in two ordinary sprinkling carts. The results obtained were not only most satisfactory from a dust laying viewpoint, but also from the state of preservation of the roads. About 441,263 square yards of streets were treated by this department.

Since the total amount expended for this work amounts to $9,085.63, the cost of oiling per square yard amounted to only a trifle over two cents.

Problems of 1910.

The year 1910 has been perhaps the most trying one in the history of this department. It started in with very severe weather and heavy snows, which taxed our limited resources to the utmost, especially in keeping the alleys open and the garbage service moving.

The last session of the Legislature passed an Act increasing the pay of city laborers from $1.66 2-3 to $2.00 per day. This practically reduced our efficiency 17 per cent. as it meant the sweepers losing one day out of each week. To keep the garbage carts going full time, it was necessary to resort to all sorts of expedients, cutting down and economizing in all branches of the department wherever it was possible to do so. It it very evident that a long dry spell makes it very much more necessary to use water in cleaning than at any other time. On account of the topography of this city, a rain is generally counted on, and is a most valuable assistant and asset in the matter of street cleaning, and I believe to a greater or less extent, the powers that be who fix the appropriation count on this aid. If this aid is not forthcoming, and we are denied the use of water from the city's supply, as was done last summer by reason of the drouth, and our working

efficiency is reduced 17 per cent., results accomplished cannot be ideal. These are the conditions that confronted us during the summer and fall of 1910.

The cut in the appropriation asked for this department made it impossible to extend the daily cleaning as we had hoped to do this year, and about the only change made in the routine was the extension of the work done by the Squeegee machines on smooth pavements. As a matter of fact, it was necessary to cut down the work on account of the lack of funds caused by the increase in the sweepers' pay by the last Legislature. This caused a special hardship this year on account of the large amount of work done by the Sewerage Commission in the eastern part of the city.

Future Handling of City Waste.

I have by every means in my power endeavored to impress on the Board of Estimates the importance of making some provision for the final disposition of non-perishable waste. The dumps have gotten farther and farther away, and the old sites have been filled up and built upon, until we are experiencing the greatest difficulty to know what to do with much of the stuff collected by our carts. Some day we will awaken to the fact that we have absolutely no place to dispose of our non-perishable waste, and with no facilities nor money to take care of the hundreds of cartloads of stuff collected daily. It is not my desire to take a pessimistic view of the situation; on the other hand, nothing can be gained by trying to hide the facts as they exist. It is a question in economics in providing the shortest haul possible, thereby getting the maximum amount of work done with a minimum number of carts. These are practical questions which will have to be satisfactorily and properly met.

Advocates Metal Receptacles.

In the annual report for the past two or three years, the use of metal receptacles, fitted with a tight cover, has been advocated for garbage and ashes. I do not believe that it is generally understood just what this means, as there is one item connected with the use of these that should not be overlooked, and that is the prevention of feeding places at every house for rats.

Damage Done by Rats.

The damage done by rats each year in this city is incalculable. Destruction in houses of woodwork, table linen, carpets, etc., would run into thousands of dollars; the damage to gardens, paving and flower beds is no inconsiderable item. The amount destroyed in grocery stores and all places where food is easy of access is tremendous. Poison and traps do not seem to be of any permanent avail. Rats are not only destructive, but a positive menace to the public health, and is no unusual thing for them to carry disease from one house to another, but by their uncleanliness and disgusting habits, breed disease itself. They are a very hardy animal, very prolific, and, so far as I know, the only animal that man has been unsuccessful in conquering. Like other animals, they go where food is most easily obtained, and the garbage can presents a convenient feasting place for hordes of these pests. If the garbage can is covered, and if the stables within the city limits were all thoroughly cemented, I am satisfied that the number of rats would be very materially reduced. For this reason, in addition to ones urged in previous reports, I would earnestly recommend the adoption of some standard sanitary garbage receptacle.

HEALTH DEPARTMENT.

Exceptionally Fine Work by One of the Most Active City Departments—Splendid Manner in Which the Milk Problem, the Tuberculosis Problem and Other Disease Problems and School and Inspection Matters Have Been Effectually Handled.

DR. JAMES BOSLEY, Commissioner,

DR. C. HAMPSON JONES, Assistant Commissioner.

The Federal Census taken in the month of April showed our city to have 558,000 people, which is nearly thirty-one thousand less than the estimated population based on the average annual increase of population during the previous census period 1890-1900, during which time our city increased in population about 75,000, making an annual increase of 7,500. In estimating our population each year from 1900 to 1910, this average yearly increase of 7,500 was added to the 1900 census figures of 508,000, which in 1910 brought our estimated population to 589,000. During the past ten years the suburban development and exodus of our citizens has been very great and probably accounts for nearly all the difference of thirty-one thousand population between the Federal Census of 1910 and our estimation. We have not yet received the report of the Federal Census concerning the number of white and colored population, so we, in this report, have continued to use the old figures.

During the year there were 10,753 deaths, showing a death rate of 17.41 per 1,000 in an estimated population of 589,000. This total number of deaths was made up of 8,146 deaths of white people (estimated 495,000) or a death rate of 15.60

per 1,000, and of 2,607 colored people (estimated 94,000) or a death rate of 26.90 per 1,000.

In the following tables last year's and this year's death rates are compared:

	1909.	1910.
Whole population	16.93	17.41
White population	15.03	15.60
Colored population	27.00	26.90

You will see that there has been a slight increase instead of a decrease in the death rate, which is more than accounted for in typhoid fever, scarlet fever, cancer, apoplexy, heart disease and Bright's disease. These six diseases totaled an increase of 552 deaths over last year, but of these only 123 deaths were due to preventable diseases, i. e., typhoid fever, and scarlet fever. Naturally we regret any increase in the annual death rate, but when we find such increase is mostly due to diseases now classified as non-preventable, therefore beyond the present field of the Health Department activities, we feel far less chagrined.

Importance of Taking a Police Census.

Your attention is called to the importance of a police census of Baltimore City being taken at regular intervals and preferably every year.

In 1906 and 1910 this work was done by the police for the Health Department in a very creditable manner. The census that was taken in 1906 was named the General Health Census, in which we obtained the name, age, race and occupation of the citizens, which we have found by subsequent events, to be unexpectedly accurate, and the so-called Baby Census of 1910 was so well done that I feel no hesitancy in recommending the taking of the police census for our sure guide.

There is another thing to be gained by the census taking and that is the education of the people to a proper sense of their civic duty. Doubtless you have noticed that, not only in Balti

more, but elsewhere, the effort on the part of the National Government, of a State or municipality to obtain the census has always been used as a fertile field for fun by cartoonists and paragraphers, who, unintentionally, no doubt, present such work to the people in such a light that they are re-encouraged in any antagonism that they might have to answering the questions that are considered of importance by census takers.

I think we should do everything in our power to train the citizens along the line of their civic duties, and the correct and careful answering of all questions presented by the census taker is one of them.

Typhoid Fever.

This was an important factor in the increase of the death rate by raising the number of victims to 234, or 99 more than last year, and about forty above the average death rate for this disease. What was the cause? A complete and careful resumé is not now possible, but I feel safe in expressing our belief that no new factor has been developed in the distribution of the disease, and that water, milk, personal contact and importation probably remain the four chief distributors and sources of the disease in this city. We are looking forward to the completion and putting into commission of our proposed filter plant with more than usual interest because of our belief that much typhoid fever will be prevented. It is wise to call your attention, however, to the very great importance of seeing that in the construction and use of a filter plant one is made that is not only a filth remover but also a germ remover and destroyer.

Scarlet Fever.

This interests us this year because it is the second preventable factor in the increased death rate. It is evident that where power is conferred on the Commissioner of Health to remove infectious diseases (and such power in given in Balti-

more) to a suitable hospital, that much can be accomplished in preventing the spread of the disease by properly selecting such as should be completely isolated. A good beginning has been made in this direction by the establishing of Sydenham Hospital, but the want of greater capacity prevents us from doing the good we know is within the scope of health work and which probably would have lowered rather than increased the number of scarlet fever deaths.

Tuberculosis Division.

This is the first report of this division, which was organized January 1, 1910. I therefore think that it will not be amiss to send you the entire synopsis of the work as it was prepared by Miss La Motte who has the division in charge:

"The new division of the Health Department, the Tuberculosis Division, began work January 1, 1910. Fifteen nurses, and one nurse-in-charge, whose duty is to organize, correlate and direct the work of the staff nurses. The city is divided into fourteen districts with a nurse in each; each nurse is responsible for the supervision of all the tuberculous patients in her district, giving to each one careful supervision and instruction in the home, getting suspicious cases examined and diagnosed, getting hospital treatment for as many as possible, and finally, giving nursing, care and attention to all bedridden patients who require such service; for the large proportion of our patients are ambulatory and only a small portion of them require nursing care. Those who do need it, however, are visited by the nurse two or three times a week, and our greatest effort is put on the care of the advanced and dying cases. We believe that this effort, spent on patients who are in the most infectious stage of the disease, and for whom hospital facilities are practically lacking, is the work that in the long run will be of most benefit to the community.

We began on January 1 with a visiting list of 1,617 patients transferred to us by the Instructive Visiting Nurse Associa-

tion. During the year 2,591 new patients were reported to us, making a total of 4,208 patients cared for during the year. To these patients the nurses paid a total of 56,112 visits, an average of 13 visits per patient. On December 31, 1910, we have a visiting list of 2,416 patients.

Of the patients on the visiting list at the end of the year we have:

Native Americans	1,322
Jewish	200
Colored	425
Foreign	469
	2,416
Number of children	213
Number receiving charitable relief	390

Work of Tuberculosis Nurses.

Part of the nurses' work is the investigation of houses before and after fumigation. The visit before is to prepare the family for the need and nature of fumigation, to select the rooms occupied by the patient, and to instruct the family as to the necessity of a thorough cleaning of the premises afterward, and to arrange for the burning of certain infected articles, such as matting, bedding, carpets and the like. About a week or so after the fumigation has been done, the nurse revisits the house and finds out how well the family has cleaned, etc., afterwards. We are compelled to advise the complete destruction of certain articles—mattresses, pillows, etc.—since we lack as yet a steam sterilizing plant, and the fumigation itself is not sufficient to make these things safe. This advice to destroy infected articles is sometimes followed, but oftener not. It nearly always means hardship to the family, and for that reason we find only a small percentage of the things destroyed that we have urged the family to part with. It will be a great step forward in our efforts to eliminate tuberculosis when we have an adequate sterilizing plant, and

when the sterilization of bedding, etc., shall become as much a matter of routine as is fumigation itself.

Fewer Deaths from Tuberculosis.

Results of the Work—It is hard to estimate the results of the nurses' work at the end of only one year. The value of this work will have to be demonstrated by the reports of succeeding years, but these figures are in themselves significant.

Number of tuberculosis registered in 1909.....	919
Number of tuberculosis registered in 1910.....	3,202
Number of deaths in 1909.....	1,400
Number of deaths in 1910.....	1,244

The deaths from tuberculosis have not been so low since.

School Inspection.

Judging by the many inquiries from other cities, our school work is receiving much favorable consideration and has acted as a stimulus to other places to establish a similar system. A report (complete) in 1908 and a partial report in 1909 have been sent over the country and have been well received. Excellent work is being done and our own people appreciate it to the extent of inducing those in charge of the Catholic Parochial Schools to ask for the same work to be done for them. This has increased our work by thirty-eight schools and about twenty thousand children.

Private Alleys and Streets.

Practical Value of Mayor on Police Board—The cleaning and keeping clean of these alleys and streets has been the subject for much writing, talking and scolding, and has been for many years an item in the report of the Health Commissioner, but I cannot find, I regret to say, any real or lasting improvement. It seems to me that a very

strong argument in favor of making the Mayor an active member of the Board of Police Commissioners is the greater opportunity to keep the police force in touch with the necessities of the several departments of the city government. It is my firm belief that nine-tenths of the patrolmen would be pleased and relieved of much blame if the members of the force were actively engaged in keeping the city clean, and undoubtedly would in the end save the city money. If the Mayor were an active member of that Board he would go to the sessions with correct and recent information from the heads of departments or sub-departments, which could be daily distributed to the patrolmen. Our American cities as a rule suffer because of the need of constant exercise of the authority of law, so that we are practically subjected to willful neglect or insolence of the worst people of a neighborhood.

Tenement House Work.

This work was begun the first of January, 1910, and the work thus far has been very satisfactory. There has been practically no constructive work as yet; that is to say, attention has been paid altogether to the obtaining of proper registration of all the tenement and lodging houses in the City of Baltimore, to become thoroughly familiar with the laws governing same and to have such palpable nuisances abated that would come under the general nuisance ordinance.

In the preparations for 1911, however, an appropriation has been made to enable the employment of a specially trained man to take up this work as the head of the Bureau of Tenement Houses. He has been specially trained in New York under Veiller, who is probably the leader of those engaged in the housing problems of large cities.

We expect to have excellent results in 1911.

Milk Problem and How It Is Handled.

During the year samples were collected from depots, wagons, and stores which were submitted to the laboratory for analysis.

All milk not complying with the law either in quality or purity was destroyed when found at the railroad station. When a local vendor was found to be offering for sale milk which did not comply with the law, a registered letter was sent notifying him of the quality of the milk. After a fair warning legal proceedings were instituted against him as a last resort. The number of prosecutions for the year were twenty. Of this number fifteen were found guilty, two were dismissed, one pending, one continued, and one paroled.

Whenever a case of infectious or contagious disease was reported at a premise where milk was being sold, the permit was temporarily revoked until all danger of infection was removed and so reported by the attending physician. In cases of typhiod fever, scarlet fever or diphtheria the premises were fumigated before the sale of milk was allowed to be resumed. All cases of disease in the homes of the employees of dairies were brought to the attention of the employer, who was warned that to continue to allow such persons to handle milk would mean that the dairy would be quarantined. When such warning was sent, some of the dairymen caused their employees to stop work altogether, while others just made them stay away from the house during the period of infection.

Notices were sent to dairymen notifying them of the location of cases of diphtheria, scarlet fever and typhoid fever on their various milk routes. These notices warned them against leaving milk or cream in bottles at a house where there existed a case of the above mentioned diseases. An excessive number of cases of the same diseases on the route of a dairyman was followed by a thorough investigation and if the cause of the large number of cases could be attributed to the dairyman, he was prohibited the sale of milk and cream until the cause of infection was removed, when he was allowed to resume the sale. This, however, occurred on the routes of two dairies. The source of infection was abated soon after being determined and consequently they were only closed for a short time.

Sydenham Hospital for Infectious Diseases.

The report of Dr. W. P. Morrill, superintendent, is very interesting and gratifying in that it shows appreciation by the public of even the meagre facilities offered by this municipal hospital.

One hundred and ninety patients were treated during the year 1910, as compared with seventy-seven in 1909. The death rates for the two years were 5.9% (1909) and 5.84% (1910) and if we exclude deaths that ococurred in less than twenty-four hours after admission the death rates were 4.48% and 4.55%, respectively. This we know is a very good showing when compared with death rates from similar institutions. The number of patients per day varied from eight to thirty-four, and during a period of four months no diphtheria cases were admitted because of the number of scarlet fever cases. During these months it frequently became necessary to deny admission to applicants; these refusals have amounted to as high as three per day.

During the year fifty-three cases of infectious diseases had to be refused because of the want of room or because they were cases of measles, erysipelas, or chicken-pox, for which the hospital is not now equipped to receive.

The cost of maintenance has been reduced. Dr. Morrill says in his report:

"The cost of maintenance has taken a decided drop from $6.639 to $2.402 per day as was forcasted in last year's report, due to the fact that the fixed expense did not increase in proportion to the number of patients treated."

Quarantine Work.

Under the care of Dr. T. L. Richardson, Quarantine has been conducted during the past year with the usual satisfaction to all concerned. Only once was it necessary to use extraordinary precautions which caused considerable delay to the steamship company and to the passengers, but they all cheer-

fully complied with our regulations made necessary by the presence of cholera in Europe. The revenue from inspection was $14,035.29.

Vessels inspected	729
People inspected	60,185

It is quite evident that the amount of work to be done at Quarantine in the care of patients who have come by sea is very much less than formerly, but this is the result of the Quarantine surveillance everywhere, and not because disease does not exist. Doubtless the importance of our Quarantine will become even greater than it is today when the opening of the Panama Canal brings our port closer to the ports of India, China and Japan.

Watching Cow Stables.

The producing farms near the city limits were visited by the Cow Stable Inspector, who has been very successful in his attempts to have these stables and farms kept in a good condition.

Keeping an Eye on Foodstuffs.

The wharves, markets, depots, stores and commission houses were visited regularly by Messrs. Knell and Ritmiller, who deserve much credit for the manner in which they handled the foodstuffs shipped to the city. All food products found in an unfit condition for food were condemned. The amount and kind of foodstuffs condemned will be found in the following table:

	Pounds		Pounds
Poultry	3,762	Mutton	260
Pork	5,874	Muskrats	2,100
Oysters	700	Flour	450
Rabbits	1,690	Rice	20
Sausage	1,050	Shoulder	25
Eggs	700	Baker Supplies	1,700
Lamb	4,678		

Inspecting Abattoirs.

The abbattoirs were visited by the Abbattoir Inspector and all meat unfit for use, also all cattle, hogs, sheep and calves which were diseased were condemned.

Bacteriological Laboratory.

It is hardly necessary to repeat that which has so often been said concerning the excellent work of our Bacteriological Laboratory under the charge of Dr. Wm. Royal Stokes.

Careful supervision has been exercised over the milk and water and food supply, making examinations especially for the typhoid bacillus. Many bacteriological examinations of raw food, such as oysters, clams, celery, lettuce, various table waters, and all refrigerated foods, have been made. This is in addition to our regular daily routine.

Fumigation Division.

This work is supervised by Mr. William E. Woodall, who has under his charge five fumigators, two funeral wagon drivers, one collector of infected clothing and the keeper of the morgue. This division has had its facilities for doing more and better work by the granting by the Board of Estimates the sum of $4,600 to erect an incinerating and disinfecting plant. These plants were erected on the property adjoining the morgue building at a total cost of $4,487, exclusive of the building, which was constructed by Mr. Preston.

Plumbing Division.

The work of this division is one of the most important in the department. Men of special ability are required for the work to be properly attended to. This division is better equipped today than ever before. It is admirably handled by Mr. Charles I. Putts.

SUPERINTENDENT OF LAMPS AND LIGHTING.

Preparing Plans, Which if Successfully Projected, Will Be of Great Value to Business Community—Big Illuminating Scheme—Municipal Lighting Plant—Expert Report on Gas.

ROBERT J. McCUEN, Superintendent.

As the city is rapidly becoming more attractive by reason of the many modern improvements made during the last six years, and taking into consideration the movements being organized by our citizens in the various sections of the city for the purpose of taking steps necessary for making further improvements made possible through the several municipal loans already ratified and others contemplated—all of which is to ultimately result in the building of the "City Beautiful"—it may not be inappropriate for me, at this time, to call attention to the fact that while such up-to-date improvements are progressing, the present street lighting equipment will have become obsolete and antiquated in comparison (in fact, have already become so to some extent), and to suggest the necessity of providing for the substitution of lamps and fixtures of a design such as will be in keeping with the general scheme of the proposed civic improvements, especially the additional improvements contemplated for the center, or business, section of the city.

For the purpose of promoting and consummating such a lighting project, it is in my opinion that it would be the better plan to obtain from the next Legislature permission authorizing the city to float a loan sufficient to cover the expense thereof, rather than to provide for the purchase of the proposed lamp

equipment out of the tax levy, as the latter plan would entail too great a burden on the tax-payers.

Unlike many prominent cities throughout the country where ornamental street lighting is considerably more in evidence that in this city, and where the merchants, who are directly benefited by such a lighting scheme, assume a very large part of the expense both for its installation and maintenance, Baltimore pays the entire expense for its street lighting equipment and service, while the merchants here not only are exempt from any part of the expense, but they clamor for the installation of lamps far in excess of the number necessary to properly light the streets.

As the result of vigorous demands having been made upon the city by these merchants, upon the plea of being heavy tax-payers, several streets in the business section of the city, particularly Baltimore street, were illuminated by the installation of arc lamps in numbers considerably beyond the actual street lighting requirements and solely for the purpose of ornamental illumination. The result has been that these merchants have benefited through an increase in their business due, of course, almost entirely to the increased street illumination made possible by these surplus lamps. This statement is especially true in the case of the merchants on Baltimore street where double arc lamps have been placed at short intervals, extending from Paca street to West Falls avenue, nearly one mile in length. And the entire expense for the maintenance of this additional service is borne by the city, while the merchants who alone are the beneficiaries do not contribute anything except their proportion of taxes—a condition quite in contrast with that in other cities where ornamental street illumination prevails.

Of course, I understand that that which contributes to the business success of our merchants adds to the welfare of our city, but the seeming, if not the actual, injustice of the arrangement cited above, lies in the fact that while all the tax-payers of Baltimore are compelled to contribute to the expenses

necessary for the maintenance of these additional lamps, only the comparative few enjoy the exclusive benefit of them.

Therefore, with a view to adjusting this condition of inequalization and especially with a view of substituting the present street lighting equipment for that of a more ornamental design, I would respectfully recommend that the next Legislature be requested to pass an enabling Act giving the city the authority to obtain a loan amounting to at least five hundred thousand ($500,000) dollars for the purpose named.

The city is already empowered by an Act of the Legislature of the year 1900, to float a loan of one million three hundred and fifty thousand ($1,350,000) dollars for the purpose of building a municipal electric light plant, including *the purchase and installation of all street lighting fixtures,* and if it should be decided by the City Solicitor that the city could use any part of that loan for the purpose outlined in the foregoing, there would, of course, be no necessity for asking the next Legislature for the loan of five hundred thousand ($500,000) dollars.

Should the city decide upon the plan of improvements suggested and succeed in obtaining the loan for that purpose, I further recommend that the merchants and others who may desire the installation of street lamps and fixtures beyond the number actually required to properly light the streets whereby such merchants would be directly benefited by the additional lamps, that these merchants be required to pay to the city small annual assessments for that privilege, which assessments would pay the interest and sinking fund charges on the loan. In other words, the special improvements to be made under the proposed loan should be done under a plan of assessment similar to the Buffalo paving plan proposed for the new five million ($5,000,000) dollar paving loan.

Many cities of the country have adopted some kind of an assessment plan for the purpose of constructing and maintaining their street lighting systems, and there are other cities

which do this work out of a municipal loan instead of out of the tax rate, while Baltimore is among the few cities which draw entirely on the tax rate for construction, extension and maintenance of its street lighting service.

Another advantage to be gained, should the proposed loan become available, would be that Baltimore could then acquire ownership of its entire street lighting equipment. The city already owns the gas lamp fixtures (except the burners) and I believe it would be to the very best interest of the city were it to own the equipment of every description including that used for electric street lighting.

In that event the city would be in a position to obtain the illuminants and the necessary maintenance through competitive bids, which would, in my opinion, result in a considerable saving as compared with the requirements under present conditions.

Special Decorative Street Illumination.

The special decorative street illumination ordered by Ordinance No. 567 of the Mayor and City Council in honor of the convention of the Loyal Order of Moose during the week beginning August 22nd last, was constructed by the department on Franklin street, between Howard and Eutaw streets, and consisted of a sixteen columned "Court of Honor," two "Welcome" arches and a life-size moose suspended in the centre of the street above the trolley wires, all of which were decorated with festoons of electric bulbs.

The special illumination ordered by Ordinance No. 559, in honor of the convention of the G. U. O. O. F. of America during the week beginning September 12th last, was constructed on Druid Hill avenue, between Biddle and Dolphin streets, and consisted of an eight column colonnade, and one "Welcome" arch which were illuminated with festoons of electric bulbs. In addition to which there were suspended from house to house across Druid Hill avenue, within the space mentioned, about twenty loops or festoons of electric bulbs.

All this work was done by the department in a manner such as was highly commended not only by those persons directly interested, but by a number of citizens.

The expense incurred for this work will be paid by this department out of the levy for the year 1911—the appropriations, and the agreement for the execution of the above mentioned work, having been made with that understanding.

Report on Gas.

Professor Charles E. Munroe, of the George Washington University, Washington, D. C., the gas expert, was engaged by the city to prepare a report showing the cost of the manufacture and distribution of gas in Baltimore, which report is intended to be used by the city in connection with other data when application will be made to the Public Service Commission for cheaper rates for gas.

Report on Municipal Lighting Plant.

October last I submitted to your Honor a special report with regard to a municipal electric lighting plant for the supply of electric current for lighting the streets and public buildings, together with an estimate furnished me by a practical and experienced electrical engineer, showing the cost for the construction, operation and maintenance of such a plant.

My object in referring to the aforesaid report at this time, which I do briefly, is that some of the many important and interesting points contained in it may be officially recorded.

As stated in the report referred to: "Every known expense has been charged against the proposed plant, such as taxes, insurance, water rent, subway rental, interest on the investment, depreciation, transmission line losses, repair and maintenance charges. Notwithstanding that these and all other items of expense are based on the most liberal calculations, the cost of the service is shown to be remarkably lower

than for that furnished the city by the Consolidated Gas Electric Light and Power Company."

It is shown in the report submitted, that the total cost for real estate and for the construction of a plant of the required capacity, would be	$909,050 00
It is also shown that the annual maintenance cost would be	242,606 00

The cost of municipal lighting, based upon maintenance charges as above, would be:

Arc lamps, each, per annum	$43 29
Incandescent lamps, 60 candlepower, each, per annum	9 83
Current for municipal buildings, per K. W. H.	019

The present prices charged by the Consolidated Gas Electric Light and Power Company are:

Arc lamps, underground districts, each, annually	$75 00
Arc lamps, overhead districts, each, annually	60 25
Incandescent lamps, 60 candlepower, underground districts, each, annually	50 00
Incandescent lamps, 60 candlepower, overhead districts, each, annually	25 00
Current for City Hall and Courthouse, per K. W. H.	03
Current for other city buildings	5 to 6 cents.

A comparison of the above prices shows very conclusively that the amount that could be saved annually to the tax-payers of the city through the operation of a municipal lighting plant, which saving based upon the present consumption of electricity, by the city, would be at the rate of sixty-six thousand five hundred and twenty-three ($66,523.20) dollars and twenty cents.

Transfer of Meter and Gas Inspection.

The Public Service Commission of Maryland, created by the last Legislature, commenced the official work devolving upon it May 1, 1910.

Among other requirements, the Act of the Legislature directs that the work of inspecting, testing and sealing gas and electric meters and the inspection of illuminating gas in all sections of

the State, be conducted under the supervision of the said Commission.

Accordingly and in compliance with the several notices received by me from the Commission during the year since that date(May 1, 1910) the work of inspecting and testing *gas* meters was transferred July 1, that of testing illuminating gas August 22, and that of testing electric meters, December 1, 1910.

Some of the testing apparatus made useless to the city by reason of the transfer of the work mentioned above has been sold and the remainder will be disposed of to the best advantage of the city when opportunity offers. Two men were dropped from the department force owing to the abandonment of this work.

The collection and testing of coal oil required by law, which work was formerly conducted in conjunction with that of testing gas, is continued by this department, otherwise the services of three men would have been dispensed with. The work of testing oil, however, is now being done by an employee at a salary considerably less than when combined with that of testing gas.

Comment.

I am firm in the belief that a very great mistake has been made in taking away from the city the right of supervision over the work in question, as the city through long experience had mastered every detail and had met and overcome every intricate condition arising from time to time in connection with this work to the entire satisfaction of all interests concerned.

However efficient, therefore, may be the supervision of this work by the Public Service Commission it will be impossible to improve upon the methods formerly employed by the city in the testing of gas and electric meters and of gas.

Number of Streets Lighted.

Seventy-nine (79) streets were lighted during the year requiring the installation of six hundred and eighty-four (684) additional electric, gas and gasoline street lamps.

Number of Street Signs Placed.

Two hundred and thirty-five (235) street intersections, included in which are the intersections of forty-four (44) new streets, were properly marked at intervals during the year, which made it necessary to erect nine hundred and eight (908) street signs at such intersecting streets. Two hundred and ninteen (219) additional bracket signs were substituted for old sign of different names, tpye and construction, caused by the change of street lamps and renamed streets.

Number of Street Lamps Installed and Their Locations.

During the year 681 additional street lamps were placed in service; of this number 70 are arc lamps, 210 incandescent electric lamps, 339 incandescent mantle gas lamps and 62 incandescent mantle gasoline or naphtha lamps.

Contracts Awarded.

Several contracts for the maintenance of the street lighting service were awarded by the Board of Awards as follows: To the Consolidated Gas Electric Light and Power Company, the only bidder, for furnishing and maintaining arc lamps at the rate of $75.00 each lamp a year for lamps in the underground districts and $60.25 each lamp a year for lamps in the overhead districts; and for incandescent electric lamps at the rate of $23.50 each annually for 40-candle-power lamps $25.00 each annually for 60-candle-power lamps and $29.00 each annually for 80-candle-power lamps for all such lamps located in the overhead districts.

These contracts were awarded for a term of one year beginning September 13, 1910, and by the terms of this contract the city is given the option to renew said contract each year for a period not exceeding ten years at the rate of a small per cent. reduction each lamp per year from the one year rates when each renewal is entered into.

As the price of arc lamps in the underground districts under the new contract is believed to be excessive ($75) and as the lamps in the overhead districts, the price of which is considerably lower ($60.25) than that of the former, are being gradually transferred to the underground districts (as the subway extends) and thereby becomes subject to the higher cost ($75), it is my intention to invite bids for a new contract for this service just prior to the expiration of the first annual term, September 13, 1911.

Contracts were also awarded by the Board of Awards to the American Street Lighting Company, the only bidder, for the maintenance of the incandescent gas and naphtha lamps for a term of one year and nine months, beginning March 1, 1911, at the rate of $10.00 each lamp a year for the gas lighting service and $24.00 each lamp a year for the gasoline, or naphtha, service.

Attention is called to the fact that under the new contract the latter service will be at the rate of $2.00 each lamp a year less than under the old or existing contract.

Rates for the Maintenance of the Lamp Service.

Arc lamps in underground districts, each, annually	$75 00
Arc lamps in overhead districts, each, annually	60 25
Incandescent electric lamps in overhead districts, 40 candlepower, each annually	23 50
Incandescent electric lamps, 60 candlepower, each annually	25 00
Incandescent electric lamps, 80 candlepower, each, annually	29 00
Mantle gas lamps, each, annually	10 00
Mantle naphtha lamps, each, annually	26 00
Mantle naphtha lamps, each, annually (beginning March 1, 1911)	24 00
Supply of gas for street lamps, per 1,000 cubic feet	72½
Supply of gas for municipal buildings, per 1,000 cubic feet	85

Gas and Electric Meters Tested.

Until July 1, last, when the work of testing gas meters was taken over by the Public Service Commission the department inspected and tested 21,897 gas meters for the Consolidated Gas Electric Light and Power Company and for complaining consumers, 35 were inspected and tested, making a total of 21,932 gas meters tested. Of the number tested for the Gas Company, 18 were found to register incorrectly or otherwise defective and these were condemned and rejected by the department. Of the number tested for complaining consumers, 25 were found to register correctly and 10 were found to register incorrectly, and these latter were condemned.

The department also inspected and tested 5,763 electric meters for the Gas and Electric Company and Patapsco Electric and Manufacturing Company during the year, the results of the tests showing a minimum efficiency of 98 per cent., a maximum efficiency of 102 per cent. and an average efficiency of 99.94 per cent. In addition to which there were 174 electric meters condemned as being defective and for which no charge could be made under the provisions of the ordinance governing this work. In other words, 97 per cent. of all the electric meters tested were found to be correct within the meaning of the law.

Thirty-seven electric meters were also inspected and tested for complaining consumers of which number 35 were found correct and two incorrect within the meaning of the law. The average efficiency of all complaint electric meters tested was 98.2 per cent.

Candle Power of Gas.

The illuminating power of the gas was at all times above the standard of twenty candles.

One hundred and thirty-four photometric tests were made which give an average of 20.94 candles. The maximum candle power was 23.54 in January and the minimum was 20.00 in July.

Pressure of Gas.

The daily records show that a desirable pressure of gas has been maintained throughout the city.

The highest pressure recorded in any part of the city was in the Northern district in the vicinity of No. 21 Engine House, Roland and Fourth avenues. This high pressure is due mainly to the existing topographical conditions, this section of the city being higher than elsewhere.

Collection of Coal Oil Samples.

The eight district superintendents have collected 6,259 samples of coal oil during the fiscal year, from every source wherever retailed and from the delivery wagons of the several oil companies. They were collected and inspected at the rate of twenty-four samples a day and in no case was the oil found to be below the standard flashing point.

Several samples were also brought in by citizens for inspection, who were under the impression that the oil was of an inferior quality, but these samples were found to be up to the requirements.

Financial Statement.

Appropriations for Lighting the City.

Appropriations for the year 1910	$364,465 27
Appropriations from Contingent Fund, March 15, 1910	1,000 00
Appropriations from Contingent Fund, May 3, 1910	1,600 00
	$367,065 27

Expenditures for Lighting the City.

Salaries	$16,030 83	
Gas lighting and maintenance	145,934 04	
Naphtha lighting and maintenance	26,586 41	
Electric lighting and maintenance	177,358 55	
Incidentals	300 00	
		$366,209 83
Balance unexpended, December 31, 1910		$855 44

Receipts During the Year.

Total receipts—Fees, sale of old material, etc.....	$3,670 48
Total refunds—Account of gas and electric meters.....	9 00
Net balance, December 31, 1910.....	$3,661 48

Street Lamp Account.

December 31, 1909—			
Gas lamps in service.....		7,483	
Gas lamps installed during year 1910.....	339		
Gas lamps relit during year 1910.....	000		
		339	
		7,822	
Gas lamps discontinued during year 1910...		53	
			7,769
December 31, 1909—			
Naphtha lamps in service.....		1,128	
Naphtha lamps installed during year 1910...	62		
Naphtha lamps relit during year 1910.....	00		
		62	
		1,190	
Naphtha lamps discontinued during year 1910		400	
			790
December 31, 1909—			
Electric arc lamps in service.....		2,529	
Electric arc lamps installed during year 1910	70		
Electric arc lamps relit during year 1910....	00		
		70	
		2,599	
Electric arc lamps discontinued during year 1910.....		31	
			2,568
Amount carried forward.....			$11,127

Amount brought forward		$11,127
Classified as follows, September 13, 1910:		
In overhead district	1,555	
In underground district	1,013	
Number of 40 candlepower incandescent electric street lamps installed from October 20, 1910, to December 31, 1910, in accordance with contract dated August 18, 1910		210
Total number of lamps of all kinds in service, December 31, 1910		11,337

December 31, 1910—		
Total number of lamps in service	11,337	
December 31, 1909—		
Total number of lamps in service	11,140	
Total net gain for the year 1910		197

HARBOR BOARD.

Magnificent Success in the Building and the Handling of Pier System—Plans for Recreation Pier and also for New Street, Skirting the South Side of the Harbor.

OSCAR F. LACKEY, Engineer, President.
CLARENCE SHRIVER,
M. H. GOODRICH,
WILLIAM D. SANNER,
J. FRANK THOMPSON,
} Harbor Board.

The work on the great pier system of the city was arranged to be entirely completed on or about January 1, 1911, although the contract time does not expire until April 1, 1911.

This system of piers includes eight piers of the most modern construction, extending along Pratt street from Light street to Jones Falls and along Lancaster street from East Falls avenue to Albemarle street. The two piers, 7 and 8, built for the purpose of relieving the congestion in the lumber district during the construction of Pier 6, have not only been a means of holding the lumber trade within this district at a great source of convenience to the lumber men, but have proven to be a most excellent investment for the city.

Pier Seven for City Boats.

About the time that half of Pier 6 was completed, the Harbor Board recommended that Pier 7 be used for the city boats. The Fire Department has constructed a fire-proof building on the south end of this pier and they have been provided with a berth for the fireboat Cataract and the fire-boat Deluge, at a saving in rental to them of $600 a year,

and a further advantage to the city in having the fireboats more centrally located.

The Harbor Board use the rest of this pier for the iceboats Latrobe and Annapolis, the tugboat Baltimore and the coal scow. The deck of this pier, between the Harbor Board shed at the north end of the pier and the fireboat house at the south end of pier, may be used for storing lumber.

Before the boats were taken to this pier, the city paid for wharfage for the iceboat Annapolis $600 a year and extra watchman $600. The iceboat Latrobe was moored at the old city yard and part of the city property leased to the Maryland Dredging and Contracting Company at the rate of $480 a year. On the recommendation of this Board, we offered to the Maryland Dredging and Contracting Company the entire property at an annual rental of $1,800. This was accepted on the part of the Maryland Dredging and Contracting Company and the iceboat Latrobe was brought over to Pier 7, making a saving to the city in all as follows:

Iceboat Annapolis	$1,200 00
Fireboats	600 00
Difference in rental of city yard	1,320 00
	$3,120 00

Nearly All of the Piers Are Occupied.

All of the piers constructed are occupied or leased, with the exception of the upper part of Pier 5, the south end of this pier being leased to the Old Bay Line at an annual rental of $17,875.

Cost of Building Piers.

It is estimated that the total cost of improvement, including property, administration and all charges against the appropriation of Public Wharves and Docks amounts to $5,300,000, and deducting from the revenue of the piers, administration, interest on bonds and the annual amount set aside for the

Sinking Fund to redeem the bonds at maturity, there is left a net revenue of $43,000 for the year 1910.

Revenue From Piers.

The Harbor Board in its Annual Report for 1910 will compile a table showing the method employed in determining the revenue that the pier system is producing. Heretofore there have been a quantity of items that necessarily had to be estimated, but now that the piers are virtually completed, it is our belief that we can produce a table showing accurately and conclusively that the piers of the City of Baltimore are not alone self-supporting, but producing enough money yearly to reduce the taxes from 1 to 1½ cents on the $100.

Loan for More Piers and Other Improvements.

The result of the piers already constructed was so encouraging that the Harbor Board deemed it advisable and essential to provide more piers for the rapidly increasing commerce of the port. At the election held in November, 1910, there was placed before the voters of the City of Baltimore a $2,000,000 Dock Loan. The same was ratified by a majority of more than 24,000. With whole or part of this $2,000,000, the Harbor Board propose to construct a commercial and recreation pier to be located on Thames street between Broadway and Ann street, to be 150 feet wide and 500 feet long. The superstructure and the sub-structure to be of reinforced concrete and steel. The lower deck of this pier will be used for commercial purposes and provides for a vessel of 30-foot draft. Not only will this pier be used as a receiving and discharging place for freight, but it will be used as a public warehouse as well. In the centre will be a street depressed enough to enable wagons to load or unload directly from the floor of pier. On one side of the street there will be a railroad track affording the opportunity of shipping directly from the pier by rail. The upper deck will be covered

and used for recreation purposes. To make the same absolutely fire-proof, there will be concrete walls from the lower to the upper deck, dividing the lower room into sections, which, in the event of fire, will confine it to a limited area. Around the house covering the upper deck there will be a walk 27 feet wide. No definite plans have been drawn for the arrangement of the interior of the recreation deck. In all probability, there will be a band stand in the center, seats and benches for those who desire to use the same, and a portion will be divided off and devoted to the use of children as a playground. At the head of this pier there will be a two-story building with two rooms on the first floor, which may be rented as offices or stores. The upper rooms will probably be fitted up as a Comfort Station, free public bath and a rest room for the sick where doubtless free medical attendance will be secured. Good wide stairways will be provided.

It is further the intention of the Harbor Board to widen Light street from Lee street to Hughes street on the west side and to construct a street 106 feet wide with 10-foot sidewalks, parallel to the south side of the harbor and at right angles to this street to construct a pier. It is not the intention of the Harbor Board, at this time, to carry the work further than some place in or about Covington and Cross streets and to erect a pier for commercial purposes. If, after this work is completed, it can be shown to the members of the Harbor Board that the improvements are a source of encouragement to manufacturing and industrial works located on the south side of the harbor, then the Harbor Board will recommend that this street be extended along the south side of the harbor until the appropriation has been exhausted.

Baltimore Shipping Will Increase.

There is no question in the minds of this Board but that the City of Baltimore will get its *pro rata* of the enormous

increase in water shipment after the completion of the Panama Canal, which, it is estimated by the United States Government, will be completed in the year 1914. We feel that there is every reason to expect that the water traffic of the port of Baltimore will be largely increased after the completion of the inland waterway from the coast of Maine to the coast of Florida. The Harbor Board feel that it becomes the duty of the city to start preparations and be ready for the great influx of trade which is bound to come to this port within the next few years from South American ports, via. the Panama Canal, and the Atlantic Coast, via. the Inland Waterways, even in the event that a pier may be constructed and left idle for a year or more.

SUPERVISORS OF CITY CHARITIES.

Great Work in Developing the Needs of Bay View Asylum—Value of the Big New Power Plant—Method of Handling Dependent Children and Insane.

DR. J. HALL PLEASANTS, President,
MRS. MARY K. MILLER,
JAMES M. AMBLER,
JOHN BLACK,
DR. CARY B. GAMBLE, JR.,
DANIEL GREENBAUM,
ELISHA H. PERKINS,
JAMES R. WHEELER,
DR. J. WHITRIDGE WILLIAMS,
} Supervisors.

NATHANIEL G. GRASTY, Secretary.

The year 1910 has been an active one in the affairs of the department. At Bay View various extensive improvements are now under way.

The New Bay View Hospital.

The new hospital is practically completed and could be made ready for occupancy soon after the opening of the new

year were the power plant completed and ready to supply the heat and light, but as progress on the latter has been delayed by unavoidable circumstances, the opening of the hospital will be delayed until spring. This is most unfortunate, as the overcrowding of the old main building, which the opening of the new hospital will help to relieve, is deplorable. A description of this hospital unit was given in detail in the last annual report. It is a building of which the city has every reason to be proud. A second unit on the same line is imperatively needed to relieve the steadily increasing congestion. This second unit was asked for in our requisition for 1911, but the Board of Estimates felt that the appropriations required for the new power plant and several minor improvements, would not permit additional expenditures for this purpose at the present time.

The Big New Power Plant.

Work on the new power plant was begun in October. This plant involves the construction of a power house for heating and lighting the entire institution, as well as the Sydenham Hospital under the control of the Health Department. A system of concrete tunnels nearly half a mile in extent connecting the various buildings with the power house, is also included. Boilers of a thousand horse-power will be at once installed. The power house is so situated as to permit the construction of a siding from the Pennsylvania Railroad. Work on the power house has been delayed by bad weather, but tunnel construction is progressing rapidly, about 800 feet being practically completed. The total contract price is about $148,000 which also includes about $20,000 for the construction of a water tower made necessary by the increased consumption of water and for better fire protection.

Female Insane Building.

The condition of the Female Insane Building to which reference has been made in former reports remains unchanged.

No further settlement has developed. The Building Inspector has been instructed by the Mayor to make regular inspections and to report directly to him if the condition of the building is not satisfactory.

Progress on General Improvements.

For the year 1911 appropriations are available not only for the completion and equipment of the new hospital and power house, but for sundry smaller improvements. Wider and better protected porches will be constructed about the Tuberculosis Hospital. This will not only increase its capacity, but will permit the nurses, many of whom have once been sufferers from the disease, to sleep out of doors.

Surveys for the siding from the Pennsylvania Railroad to the new power house are now being made. Much of the necessary grading on this work can be done by the inmates of the institution. It is estimated that the construction of this siding can save the city about $2,500 a year in its coal expense.

The equipment of the laundry has become run down and an appropriation for new mangles and flooring in the laundry building is included in the budget for 1911; the necessary repairs will be made early in the year.

The general condition of the main building or almshouse is far from satisfactory and extensive repairs of flooring, stairways and ventilation are needed. This will require a considerable outlay and cannot be delayed more than a year or two longer.

Relief from Care of Insane.

Passage by the Legislature of 1910 of an Act providing for State Care of the Insane, when it becomes fully effective, will relieve the city of the 450 insane now maintained at Bay View. As the loan authorized by the Legislature for carrying out the provisions of this Act is inadequate to put its provisions fully into effect, even assuming that the next Legislature

will make sufficient provision for the purpose, it will be at least three years before the city can look forward to the abandonment of its insane department at Bay View.

Handling Medical Problems.

Plans for the entire reorganization of the medical staff at the city hospitals at Bay View have been perfected and will go into operation January 1, 1911. The following appointments have been made by the Board:

Dr. Thomas B. Boggs has been appointed physician-in-chief.

Dr. Arthur S. Shipley has been appointed surgeon-in-chief.

Dr. Milton D. Winternitz has been appointed pathologist-in-chief.

Dr. Gordon Wilson has been appointed physician-in-chief to the Tuberculosis Hospital.

Dr. H. D. Purdum has been appointed physician-in-chief to the Insane Department.

These five physicians will constitute a medical board, for the management of all medical questions. Under the proposed plan, authority in the several medical departments will be concentrated in an effective manner and responsibility directly placed. Hereafter all appointments to subordinate medical positions will be recommended by the medical board to the Supervisors of City Charities. It is hoped and believed that by securing the services of men of the highest professional attainments and experience in hospital management, who will devote a great deal of their time to the institution, the welfare of the patients and inmates will be greatly advanced.

Private Institutions.

For the care and treatment of the city charges outside of Bay View, the Supervisors have contracted during the past year with 29 institutions. They have required these institutions to live up to certain standards and have endeavored to arouse in them a desire for improving existing conditions.

Decrease in Number of Dependent Children.

Notwithstanding the increase in the population of Baltimore, the actual number of dependent children paid for by the city instead of increasing proportionately with the population, has shown year by year a steady diminution with a corresponding saving of a large amount to the taxpayers. This has been largely brought about by the department securing free private homes for children who were previously being paid for by the city in institutions, or by placing such children with relatives. In the supervision of these children expecience has shown that free homes in private families offer individual care which it is almost impossible to secure in large institutions. These children are visited regularly by agents of the department and their interests carefully looked after.

During the past year we were requested to take care of 240 children. Through the effort of the department all of these children with the exception of 84 were provided for without their becoming city charges. During the year 51 were received in the homes of relatives, and by this means many families were kept together which would otherwise been broken up. Good free private homes, other than those with relatives, were found for 93 children. There are now 629 children in all under supervision. Of this number 369 are in private homes without cost to the city, except the slight cost which visiting and supervision by agents of the department entails. Twenty-two hundred and fifty visits were made by the agents of the Supervisors in the interest of these children.

Money Needed to Care for Insane.

The Act authorizing the State Care of the Insane, for which the Supervisors have worked for the past six years, became a

law April 8, 1910. The $600,000 to be made available by a State loan was allotted as follows:

$270,000 to Springfield.
80,000 to Spring Grove.
100,000 to the new hospital for negros.
150,000 to the Maryland School for Feeble-minded Children at Owings Mills.

In authorizing a loan of only $600,000 instead of one for a $1,000,000 as advocated by the Supervisors of City Charities, the State has not only failed to take into consideration the large increase in the number of insane, but also apparently has made inadequate provision for the actual number now requiring provision for their maintenance.

Distributing Horwitz Fund.

At the request of the Mayor the Supervisors recommend to him 12 families, among the deserving poor, which under the will of the late Orville Horwitz are to enjoy the interest on a fund of $20,000 to be annually distributed among those families most deserving of help. Rules governing the selection of these families have been carefully prepared by the department and can be obtained on application.

Trained Officers Pay For Themselves.

The cost of our city offices through which the work of the department is transacted has been $10,014.07 for the past year. This was spent largely for salaries and the traveling expenses of well trained agents whose duty it is to make a thorough investigation of the poor applying for city aid. More than the amount thus expended for the maintenance of the office was returned to the city in the one item of money collected by the department from the reimbursing insane, so that since the Supervisors came into existence 12 years ago this

trained office force, instead of being an expense to the public, has on the contrary turned over into the city treasury a balance of several thousand dollars. The payments to the city on account of the reimbursing insane will this year run up to $20,000.

The Supervisors expended during 1910 $530,210.95 as compared with $520,532.79 in 1909.

The following table shows the amounts appropriated by the Mayor and City Council to be spent under the direction of this Board, as well as the balance left in the city treasury:

1910—	Appropriation.	Expended.	Unexpended.
Bay View salaries	$46,306 00	$41,546 24	$4,759 76
Bay View expenses	125,543 00	125,543 00	.....
Bay View improvements—			
Completing new hospital	87,000 00	87,000 00	.....
New power house	25,000 00	25,000 00	.....
City Office salaries	8,760 00	8,720 00	40 00
City Office expenses	1,300 00	1,294 07	5 93
Temporary care homeless men	1,000 00	993 10	6 90
Transportation	1,000 00	714 63	285 17
Hospitals	68,600 00	66,601 50	1,998 50
Dispensaries	9,200 00	8,915 00	285 00
Insane	183,000 00	140,078 15	42,921 85
Destitute and neglected children	35,000 00	23,805 06	11,194 94
	$591,709 00	$530,210 95	$61,498 05

COMMISSIONERS FOR OPENING STREETS.

Progress on the Various Contracts for Opening a Series of Important Streets in Different Sections of the City.

JAMES H. SMITH,
BUSHROD M. WATTS,
HENRY F. NEW,
} **Commissioners.**

The following is the report of the work done on the streets in the Annex during the year 1910:

There were two contracts left uncompleted from 1909, viz.: Remington avenue, from 29th street to Cedar avenue, and Edmondston avenue, from 2nd street to Gwynn's Falls bridge.

Contract No. 63, Remington avenue, from 29th street to First avenue, and First avenue, from Remington avenue to Cedar avenue was awarded to the F. E. Schneider Paving Company on March 17, 1909, to be paved with sheet asphalt. The work was started on April 15, 1909, and stopped during the winter of 1909-1910. The work was resumed in the spring of 1910, and the street completed and accepted on June 7, 1910, under a five-year guarantee.

Contract No. 83, Edmondson avenue, from 2nd street to Gwynn's Falls Bridge was awarded to the F. E. Schneider Paving Company on July 28, 1909, to be paved with sheet asphalt and granite blocks. The work of paving, which was stopped during the winter, was resumed in the spring of 1910 and the street was completed and accepted as finished on October 27, 1910, under a five-year guarantee.

It was necessary on this street to extend the old 20-foot arch over Gwynn's Run, and build four inlets at Fourth

street to take care of the storm water. All of this has been completed, the arch being built by this Department and the inlets installed by the City Engineer's Department, the cost being paid out of the Anex Loan account.

Contract No. 87, was awarded on May 25, 1910, to the F. E. Schneider Paving Company, to grade, curb, gutter and pave Poplar Grove street (formerly called Seventh street) from Edmondson avenue to Westwood avenue with sheet asphalt and granite blocks. The work was started August 24, 1910, and the work of grading, which is very heavy, is now going on.

In connection with the opening and building of Poplar Grove street, it was necessary to build a bridge to carry the street over the tracks of the Western Maryland Tidewater Railroad. The contract for this bridge which is of steel encased in concrete, being sixty-six feet wide and ninety feet long, was awarded on August 15, 1910, to the Raymond Concrete Pile Company to build the abutments and bridge proper. The paving which will be asphalt, is included in Contract No. 87.

Contract No. 88, was awarded on June 7, 1910, to the Filbert Paving and Construction Company, of Philadelphia, to grade, gutter and pave with "Filbertine," Bentalou street, from the north side of Baltimore street to the north side of Fayette street. The work was started on June 27, 1910, and finished and accepted on August 4, 1910, subject to a five-year guarantee.

The opening and paving of Poplar Grove street is of great benefit to the section through which it passes, it being the only thoroughfare running from Edmondson avenue to North avenue in the Annex. The only road available was the old Bloomingdale road which is nearly impassable and is partly owned by private interests. The completion of Poplar Grove street will practically be the end of the present Annex work. The forces have been steadily engaged putting the

plans and records of the streets in shape to be turned over to the City Engineer. The plans, profiles, cross-sections, etc., of each street are worked up, colored with characteristic tints showing the location and extent of each kind of paving laid and placed in the City Engineer's hands for record. All the note books containing the construction notes are being indexed and catalogued, and together with the information gathered regarding location of streets and the bench marks established, will be turned over to the City Engineer.

LEGISLATIVE REFERENCE.

Utility of Department Shown by the Wide Scope of General Information Furnished in Quick and Comprehensive Manner.

HORACE E. FLACK.

It is very gratifying to report that the past year has shown a still greater increase in the number of requests for information, and the department has been in a better position to give the information more promptly and fully than during any previous year. This is but a natural result, as the fund of information is constantly being added to, since an effort is always made to collect data on topics of general interest, so that it is becoming more and more the exception if something at least cannot be found on file on the subject about which any particular inquiry is made. The past year was the second in which the Legislature has been in session since the creation of this department, and as was anticipated the department was used to a greater extent by members of the Legislature than was the case in 1908. Information was requested by members of the Legislature on the more important topics of legislation, such as public service commissions, taxation,

mercantile licenses, road laws, child labor, corrupt practices, primary elections, police department, insurance of State buildings, injunctions, mine legislation, fee system, capitol buildings, trading stamps, compulsory education, vaccination, boards of equalization and assessment, income tax, and apportionment of representatives in State Legislatures.

There has been a gratifying increase in the demands for information by members of the City Council, city officials and the public generally. Among the more important topics on which information has been requested are the following:

Armories.
Boards and commissions.
Charters.
Child labor.
City plans.
Civil service.
Commission government.
Cold storage.
Cost of living.
Depository laws.
Elections—Corrupt practices.
Electric lighting rates.
Electric signs.
Employers' liability.
Employment bureaus.
Grade crossings.
Harbors.
Home rule.
Illiteracy.
Income tax.
Industrial education.
Initiative and referendum.
Jury commissioners.
Licenses—Mercantile.
Licenses—Slot machines.
Mining accidents.
Mining laws.
Negroes—Restrictions.
Paving—Asphalt on cobbles.
Paving—Special assessments.
Public service commissions.
Road laws.
Salaries and fees.
Schools—Buildings.
Schools—Baths.
Street cleaning.
Street railways—Car stops.
Street railways—Fares.
Street railways—Fenders.
Street railways—Franchises.
Street railways—Paving.
Tariff.
Taxation.
Taxation—Manufactures.
Taxation—Penalties.
Taxation—Personal property.
Taxation—Public bonds.
Taxation—Discounts.
Tuberculosis.
Police.
Injunctions.
Primary elections.
Capitol buildings.
Gas rates.
Municipal courts.
Insurance of State buildings.

It seems of sufficient importance to call attention to the fact that the department serves a useful purpose in giving informa-

tion about Baltimore to other cities. In this way, mutual co-operation and exchange of information are promoted and the establishment of similar departments in other cities will add to the efficiency of each of the departments. I may say that during the past year a department modeled after this one was established in Kansas City, Mo., and work of this nature is being undertaken in St. Paul by the public library. The question is also being agitated in St. Louis and a department of this kind will probably be established there or the public library will undertake to carry it on. It may be of interest to add that at the last meeting of the National Municipal League, held in Buffalo in November, 1910, I presented a report of the Committee on Municipal Reference Libraries. The work has become of sufficient importance to attract the attention of the National Municipal League and another Committee has been appointed to consider this subject during the coming year.

Most of the documents, books, etc., on file in the department cost very little, though the value of our collection is hard to estimate, since we have been able to secure some very valuable and rare reports. There is on file here the charters and ordinances of nearly all of the more important cities of the country. By having a collection of material of this kind, it makes it possible for any commission to secure information on short notice. This was demonstrated in the use made of the department by the Charter Revision Commission. During the year there were added to our collection 213 books and 1,136 pamphlets, making a total of 1,326 books and 5,517 pamphlets. This does not include clippings and magazines, of which there is quite a collection. During the year about 4,150 communications were sent out from the department, either asking or giving information.

TOPOGRAPHICAL SURVEY COMMISSION.

Necessity for Co-operation with Adjoining Counties in Plan for Systematic Extension of Streets and also for Convenient Arranging With Agencies of Transportation.

J. BARRY MAHOOL,
HARRY F. HOOPER,
J. SEWELL THOMAS,
} Commission.

JOSEPH W. SHIRLEY, Chief Engineer.

There are several important recommendations which should constitute the main part of the annual summary.

Those recommendations are as follows:

First—The co-operation of the city with the two bordering counties for a systematic method of street projection in order that a harmonious plan may be worked out. This subject was mentioned at some length in last year's report, but so far no action has been taken with a view of meeting the conditions. This matter grows daily of more importance and as time lapses problems will arise which will make their solution more and more difficult. For these reasons I urge that some movement be started to bring the matter under discussion that ways and means may be provided to accomplish the results desired.

Very soon the State will have completed its work on the improvement of the turnpikes and some arrangement should soon afterwards be made by which a comprehensive plan can be worked out by using these important thoroughfares as a basis. Also, the city, within its own boundaries, should of its own initiative plan additional long connections between isolated sections.

A list of such important streets was given in a previous report and the sooner the city decides to adopt a policy of

planning for the opening of certain of these important connections the better off will be the condition of the Annex.

Of course, the most desirable solution for all the problems now encountered around the borders of the civic domain would be for the annexation of a considerable area of the adjacent counties. In the event that this should be accomplished, some comprehensive plan should be formulated for governing the street lay-out of this area together with its correlated branches. Probably the most important of these allied problems is that of the rapid transit question, both in relation to street railways and steam roads. Especially should the electric lines be studied with the purpose of devising a plan of bringing passengers from the remote suburbs to the heart of the city by the shortest route; or, rather, within the minimum of time. This is, indeed, a subject of too great importance to do more than even mention within the limited scope of this report, but this and other problems should be given study by some duly appointed authority.

INSPECTOR OF BUILDINGS.

Large Volume of Successful Work By One of the Busiest Departments in the City Government—Private and Public Improvements Were Numerous in 1910.

EDWARD D. PRESTON, Inspector.

In reviewing the year of 1910 as shown by the records of this office, there cannot fail to be a general satisfaction to know that the city is advancing in improvements ;a great many of which are of such character as to plainly show a growing interest in the welfare and beauty of the city, and that many of its citizens are throwing aside a condition that so long existed here, as waiting to be assured of great returns

before venturing into business projects; but have taken the initiative and successful results must follow.

It cannot be denied that the forward move on the part of the city in improvements in various ways, as will doubtless be shown by the reports of the various departments having charge thereof, have been a great incentive to individuals and corporations to put their shoulders to the wheel of a great advance.

During the year 1910, this office has been continuously busy in issuing permits and the superintendence of work in all its departments; as well as looking into requirements for the public safety, and it is most gratifying to know of the general desire to comply with the Building Code of the city.

1910:

The total value of improvements are	$11,771,679 60
The total value of repairs and minor alterations	788,850 00
The total value of minor privileges through Board of Estimates	188,325 00
The total value of electric installations	1,002,677 00
The total value of boiler and machinery motive power	434,100 00
The total value of elevators	69,300 00
The total value of gas fittings and fixtures	300,450 00
The total value of heating apparatus	362,020 00
The total value of alarm gong system	4,260 00
Total	$14,921,661 60

For the foregoing there were issued 29,013 permits in which they were for:

Dwellings	2,028	two stories.
Dwellings	115	three stories.
Dwellings	1	four stories.
Hotels and apartment houses	5	
Hotels	1	
Business places	111	
Schools	7	
Places of public assembly	15	
Hospitals	4	

Fire Department houses	3
Power house (city)	1
Additions to various buildings	2,508
Repairs	9,176
Heating	1,907
Gas piping	2,003
Alarm gongs	71
Power permits	1,487
Elevators	231
Electric installations	9,339
Total	29,013
There were besides the above supervisions, special inspections made	14,781
Condemnation and violation notices sent out	1,628

Big Total of Public Improvements.

In all this volume of work the city has quite a large part there having been under way during the year either in purchase of lots or building operations in Schools:

School No. 6	$16,289 61	
School No. 59	78,823 31	
School No. 51	34,330 35	
School No. 2	59,708 70	
School No. 86	84,283 79	
Polytechnic	111,303 47	
Western High School	90,735 62	
School No. 60	27,973 00	
School No. 70	3,750 77	
School No. 16	7,815 94	
		$515,014 56
Fire Department Houses—		
No. 34 Engine house	$22,955 71	
No. 36 Engine house	24,747 67	
No. 37 Engine house	20,239 66	
No. 38 Engine house	23,936 30	
No. 2 Truck house	8,549 29	
No. 16 Truck house	14,234 34	
No. 14 Truck house	16,668 65	
		131,331 62
Amount carried forward		$131,331 62

Amount brought forward	$131,331 62
City Jail	99,995 38
City Morgue	3,844 23
Addition to Appeal Tax Court	2,676 96
Pipe line station	13,801 50
City Hall Annex No. 2	12,683 31
Power plant, Bay View	2,656 83
Repairs to city property, consolidated	219,150 00
Total for the year 1910	$1,001,154 39

Building Code Satisfactory.

I know of no recommendation necessary, as the Building Code, which was adopted under your administration has worked so satisfactorily, and it is but proper to say to you, has been highly commended upon by numerous competent judges throughout this country, and is in so much favor as to be sought for by all parts of this country and several foreign countries, to which I have sent it as requested by them.

Changes in Matter of Fees.

The charging of fees for permits and inspections to which I have called your attention some time back, has not yet been put in the form of an ordinance, but will be shortly.

CITY ENGINEER.

Unusually Fine Record in the Matter of Laying Pavements and Constructing Imposing Looking Steel and Concrete Bridges—Good Work at Low Cost.

B. T. FENDALL, City Engineer.

The general report of the operations of the City Engineer's Department for the year ending December 31, 1910, is as follows:

New Paving (Contract Work).

Seventy-six thousand six hundred and fifty (76,650) square yards of improved paving were laid during the year, equivalent to 3.3 miles of street, with a driveway of 39.6 feet between curbs, as on Baltimore street, and most of the streets in the old part of the city. The materials used on the streets are granite block, vitrified block on concrete base, sheet asphalt, bitulithic, and about two-tenths of a mile of macadam. From 1907 to 1910, inclusive, we have increased our improved paving year by year as follows:

1907.....	75,914 square yards.
1908.....	18,238 square yards.
1909.....	79,357 square yards.
1910.....	76,650 square yards.
Total.....	250,159

Equivalent to 10.77 miles of street, with a driveway of 39.6 feet wide.

Paving done by the Commissioners for Opening Streets during the same period is 510.132 square yards, equivalent to

21.96 miles of street 39.6 feet wide, or a total of 32.73 miles of improved paving laid in four years, from 1907 to 1910, inclusive, an increase of 32½% over what we had January 1, 1907.

Nearly all the improved paving laid in Baltimore has been laid since 1873. Light street, from Pratt to Lee streets, one of the first, was completed December, 1874. From 1873 to 1907, a period of 34 years, we laid 2,341,126 square yards of improved paving, an average of 68,857 square yards per year. From 1906 to date, we have laid 760,291 square yards, an average of 190,073 square yards per year, for the four years.

The prices paid per square yard since 1906, average much less than in previous years, and the paving is better, both as to workmanship and material.

Bridges and Culverts.

During the year we constructed a concrete arch of eighteen feet span to carry Franklin street, over Gwynns Falls. The old structure was built by the United Railways and Electric Company, and abandoned by them when they moved their tracks from Franklin street to Edmondson avenue. The old bridge was much narrower than the street and consisted of a wooden floor, resting on iron girders, supported by stone abutments. The present structure has a driveway for the full width of the street between the curbs, with the regulation width sidewalk and is a very great improvement, as well as convenience to teams and motor cars using Franklin street.

A new steel truss of 104 feet span was constructed to carry the Franklin road over Gwynns Falls. The bridge has a driveway of 17 feet wide and a sidewalk on the up-stream side of 6 feet. The driveway is paved with wooden blocks and the footway is concrete. The original wooden bridge, built by the Turnpike Company, was condemned by the

Inspector of Buildings, prior to the city acquiring ownership of the turnpike, and a large number of citizens living in Baltimore, as well as others living in the country, and doing business in the city, were put to great inconvenience until the new bridge was opened to traffic. The structure was erected for a sum slightly less than the appropiation. In design the bridge is not in harmony with its environment, but it is strong and serviceable, and with ordinary care, will last a great many years.

During the four years, from 1907 to date, four bridges of note have been constructed, viz:

Stoney Run bridge, University Parkway	320 feet long, concrete.
Edmondson avenue bridge, over Gwynns Falls	542 feet long, concrete.
Franklin Road bridge, over Gwynns Falls	104 feet long, steel.
Franklin street bridge, over Gwynns Run	30 feet long, concrete.
Total	996 feet.

A large concrete culvert was constructed, carrying Hollins street over Gwynns Run, enabling us to open the street from Calverton road to Garrison lane. Photographs of all these bridges herewith.

The usual amount of repairs and painting of bridges has been done and all these structures are in good condition.

During 1910 the Department laid 9,180 square feet of cement sidewalk on Auchentoroly Terrace, where Druid Hill Park abuts on this street, and 4,146 square feet of the same kind of sidewalk on the west side of Ellwood avenue, along the east side of Patterson Park.

Sewer Work.

During the year this Department laid three new sewers (storm water drains), and built extensions to twelve existing drains. The diameter of these drains varied from 15 inches to 4 feet, and the total length of the drains is 8,400 feet, or one and six-tenths miles. Forty-two new inlets or catch-basins were constructed, 155 inlet manholes provided,

and 65 inlets provided with safety-bars, during the year. Schroeders Run, Lovegrove alley, McMechen street, Central avenue, and Myrtle avenue sewers were repaired where found necessary.

Since January 1, 1907, to date, we have constructed five miles of terra-cotta drains, using pipes varying from 12 inches to 36 inches in diameter, and four-tenths of a mile of concrete drains, from 4 to 6 feet diameter. Work on inlets during the same time is as follows: Constructed 245 new inlets, equipped 540 inlets with manholes and 1,320 with safety-bars; repaired 4,680 feet of old sewers by replacing old worn-out wooden bottoms or inverts with granite blocks laid on concrete, and made repairs to 2,600 old inlets; some of these old inlets were in such bad condition as to require rebuilding.

Street Repair.

The large amount of new paving laid during the last four years is beginning to show in a decrease in the amount of repair work. This year our repairs on all kinds of paving was 22.22 miles (ordinary 39.6), whereas, in 1907 it was 24.87 miles. This reduction enabled the Department to get along on our appropriation for the year, notwithstanding the fact that we increased the wages of laborers twenty per cent., as required by act of the Legislature. Extensive repairs were made to the University Parkway in replacing ordinary macadam with bituminous macadam. We had experimented with this paving on a small scale for several years, and the results obtained were so satisfactory that we felt justified in using it more extensively. The paving has the appearance and many of the advantages of bitulithic, and costs about sixty to seventy cents per square yard, less than one-third the cost of bitulithic. The owners of motor cars and other vehicles, as well as the property owners along the street have commented most favorably on the work, and it is our intention to extend its use during the coming year, as far as our

funds will permit. This Department, with one of our repair gangs, paved one of the new piers for the Harbor Board, with granite block, besides several minor pieces of paving in various section of the city. This work, to say the least, compares favorably with the best work done by contractors, and has cost less money. The amount of work of this character done in 1910, reduced to a forty-foot street, as a unit of measure, is equivalent to two and one-tenths miles, and the total for the last four years, on the same basis, is five and two-thirds miles. The improved paving done by us on Piers 4 and 5 is not included in our street paving figures.

SEWERAGE COMMISSION.

One of the Greatest Enterprises in the United States Is Making Steady and Satisfactory Progress—Full Details of the Work Being Accomplished.

PETER LEARY, JR., Chairman,
J. BARRY MAHOOL,
WILLIAM D. PLATT,
MORRIS WHITRIDGE,
IRA REMSEN,
CHARLES ENGLAND,
J. EDWARD MOHLER,
} Commission.

CALVIN W. HENDRICK, Chief Engineer.

Only by keeping in close touch with the extensive and complicated work being done by the Sewerage Commission can one realize the enormous amount of detail necessary in designing and constructing two separate systems of sewers and drains in a city as old as Baltimore, with the mass of pipes and underground obstructions already laid, together with designing and constructing the Disposal Plant, the Pumping Station and Pumps.

Considering these facts, the rapidity with which the work has proceeded is most gratifying. It is within the estimated time and cost made by the Chief Engineer at the beginning of construction.

This gives us every assurance to feel that the entire built-up portion of the city, as outlined in the Chief Engineer's report for the year 1906, will be completed within the estimated time, namely, 1914.

The sewerage problem has been discussed for so many years that we can hardly realize that the work will actually be completed and in operation in so short a time.

This means that Baltimore will have completed in a remarkably short time a collosal task unique in the annals of municipal improvements and made herself the best sewered city in the world, and is already being copied by other cities.

With the sewers completed and out of the way, there will be nothing to prevent our pushing forward on a broad paving program.

COLLECTOR OF WATER RENTS AND LICENSES.

Condition of Accounts and Effectiveness of Collections Complimented by Official Auditors.

J. SPENCER CLARKE, Collector.

BALTIMORE, December 30, 1910.

In submitting herewith the total collections of this department for the year just closing, would say it is very pleasant for me to report that the Baltimore Audit Company filed with me this date a statement of the affairs and found them absolutely correct in every particular and brought forth a verbal statement from their representative that it was more than

pleasing for them to note the very careful and thorough methods of handling the city's business in this office where millions of dollars are handled each year, and striking a balance each working day.

Of course you will understand and appreciate that the system in vogue has been carried on for the past seven years for my protection as well as the employees connected with this department, which at this time it is a pleasure indeed to commend them all for their faithfulness to the trust imposed.

The abolishment of all discounts on water bills for next year will mean a clear saving both to the city as well as to the owners of property, of about $65,000 each year. To the latter (the owners of property) the saving can be traced to about 2⅛ cents on the tax levy, which this sum represents.

The collection from all sources for 1910 are as follows:

Water rents	$1,055,202 37
Licenses	117,649 80

VISITORS TO THE CITY JAIL.

Effort Being Made to Improve Prisoners So That They Will Develop Into Good Citizens — Plan Adopted Under Which Prisoners Can Earn Money for Themselves.

MOSES N. FRANK, Pres't.
GEORGE FILBERT,
GEORGE M. GRIFFITH,
JAMES L. McQUADE,
T. FOLEY HISKY,
EDWARD F. BURKE,
JOHN KRONMILLER,
WILLIAM G. KNAPP,
EDWARD RAINE,
} Board of Visitors.

CHARLES A. HOOK, Warden.

While the per diem pay for prisoners in part has been increased, there is quite a decrease in the revenues for the year 1910. This is due to the small number of sentenced prisoners received and the shorter terms with which they are now

sentenced. All prisoners physically able are on their reception at the Jail at once assigned to work in the shops, with a view to attaining the betterment of the prisoners by placing them where they can learn to be expert workmen, thus teaching them how to work and enabling them to be proficient at a trade upon their release. All prisonerss are dealt with as men, and it is our effort to teach them that it is better to do right than wrong, and that by making an effort to control their passions while under restraint, they may be the better able to so continue after their release. Reason and justice is used to the limit in trying to maintain order and submission to the rules and regulations, and only those (insignificant in number) who are not amenable to reason after successive trials, are subjected to punishment, which is made absolutely necessary to preserve order and safety for the officials, and the very large majority of prisoners who are orderly and cheerfully submitting to the rules.

Earnings of Prisoners.

A resolution was passed by the Board of Visitors November 6, 1907, authorizing the payment by the contractor to all prisoners serving three months or more, one-quarter of their earnings, one-half of which to be held until expiration of sentence, the other half subject to the prisoner's order during incarceration. To show the possible earnings, plus the work done over their regular task, the following is a sample of what is being done by numbers of prisoners:

Prisoner "A"—Serving three months, less fifteen days commutation, earned	$5 32
account overtime, earned	16 00
Total	$21 32
Prisoner "B"—Serving six months, less thirty days commutation, earned	$7 76
account overtime, earned	41 31
Total	$49 07

Prisoner "C"—Serving three months, less fifteen days commutation, earned	$3 82
account overtime, earned	14 48
Total made in two and one-half months	$18 20
Prisoner "D"—Serving six months, less thirty days commutation, earned	$8 14
(No overtime work.)	
Prisoner "E"—Serving twelve months, sixty days commutation, earned	$19 03
(No overtime work.)	
Prisoner "F"—Serving twelve months, sixty days commutation, earned	$16 08
(No overtime work.)	
Prisoner "G"—Serving six months, thirty days commutation, earned	$6 51
account overtime, earned	21 10
Total	$27 61

A number of prisoners are making, exclusive of their regular shop earnings, from $1.00 to $2.50 per week, and in some exceptional cases $3.00 to $3.50 per week. The female prisoners have the same opportunity as the men, and while the work is new to them, they are making over-time in addition to their regular per diem allowance. Many of the prisoners give a reasonable share of their earnings to their families.

Religious Services.

Religious services have been continued regularly every Sunday under the control and direction of the Prisoners' Aid Society. All the denominations are represented in Jail, and all denominations have an opportunity to administer spiritual advice. The Society has been active in looking up records of prisoners held for court and reporting facts at time of trial, thus enabling the judges to dispose of cases more intelligently. This I think does to some extent account for the great increase in the number of paroles. It is, in my opinion, a most commendable work and under proper organization and management will possibly be the means of saving many first offenders from becoming hardened criminals.

EXHIBIT "A."

A summary of the appropriations for the twelve months ending December 31, 1910. Also a summary of the revenues of the Jail and their disposition, and a comparative statement for the years 1910, 1909, 1908, 1907 and 1906.

Appropriations.		Expenditures.	
Salaries	$35,420.00	Salaries	$35,340.75
		Balance unexpended to surplus credit	79.25
	$35,420.00		$35,420.00
General expenses	28,469.00	General subsistence	$17,810.05
		Heating and lighting	432.26
		Machinery and supplies	584.62
		Clothing, dry goods, etc	3,494.99
		Sanitary	1,414.25
		Hospital drugs	922.51
		Hospital subsistence	351.15
		Incidental expenses	1,504.80
		Warden's subsistence	1,000.00
		New horses	500.00
		Installing fire alarm box	154.37
		Filing case (clerk's office)	300.00
	$28,469.00		$28,469.00

EXHIBIT A.—*Continued.*

REVENUES.

Amount paid to City Comptroller, account Jail revenues		$14,451 88
Prisoners' shop earnings		3,508 58

OUTSTANDING ACCOUNTS.

Maryland Veneer and Basket Co.	$588 26	
Hawkins Shirt Co.	511 48	
Frederick County	9 50	
Anne Arundel County	1 50	
Immigration Commissioner	1 50	
U. S. Marshall	387 80	
		$1,500 04
		$19,460 50

Outstanding accounts, January 1, 1910	$2,119 16

EARNINGS DURING YEAR.

Maryland Veneer Basket Co.	$7,362 07
Hawkins Shirt Co.	6,564 21
Wysham Co.	1,287 00
U. S. Marshall	1,709 40
Sale of junk, etc.	213 16
Miscellaneous Board	123 00
Board of Aliens	38 50
Board of County Prisoners	44 00
	$19,460 50

In addition to the revenues from the Maryland Veneer and Basket Company, and the Hawkins Shirt Company, the said contractors furnished the following amounts of coal:

Maryland Veneer and Basket Co.	948 tons, amounting to		$3,026 18
Hawkins Shirt Co.	38 tons, amounting to		120 64

EXHIBIT A.—*Continued.* PRISONERS' SHOP EARNINGS.

PRISONERS' EARNINGS.			PRISONERS' WITHDRAWALS.	
January, 1910—				
Maryland Veneer and Basket Co...	$167 09			
Hawkins Shirt Co.....	71 97			
Wysham Co.....	20 35			
		$259 41	January, 1910.....	$388 41
February, 1910—				
Maryland Veneer and Basket Co...	$158 88			
Hawkins Shirt Co.....	106 70			
Wysham Co.....	21 40			
		286 98	February, 1910.....	279 83
March, 1910—				
Maryland Veneer and Basket Co...	$185 65			
Hawkins Shirt Co.....	125 50			
Wysham Co.....	21 05			
		332 20	March, 1910.....	240 90
April, 1910—				
Maryland Veneer and Basket Co...	$165 90			
Hawkins Shirt Co.....	124 81			
Wysham Co.....	19 90			
		310 61	April, 1910.....	288 77
May, 1910—				
Maryland Veneer and Basket Co...	$148 95			
Hawkins Shirt Co.....	135 08			
Wysham Co.....	25 55			
		309 58	May, 1910.....	327 26
June, 1910—				
Maryland Veneer and Basket Co...	$142 71			
Hawkins Shirt Co.....	129 29			
Wysham Co.....	27 95			
		299 95	June, 1910.....	221 03

EXHIBIT A.—*Continued.* PRISONERS' SHOP EARNINGS.

PRISONERS' EARNINGS.			PRISONERS' WITHDRAWALS.		
July, 1910—					
Maryland Veneer and Basket Co...	$146 59				
Hawkins Shirt Co.....	118 86				
Wysham Co.....	27 25				
		292 70	July, 1910.....	388 99	
August, 1910—					
Maryland Veneer and Basket Co...	$151 55				
Hawkins Shirt Co.....	166 81				
		318 36	August, 1910.....	256 67	
September, 1910—					
Maryland Veneer and Basket Co...	$133 99				
Hawkins Shirt Co.....	172 89				
		306 88	September, 1910.....	309 88	
October, 1910—					
Maryland Veneer and Basket Co.	$130 06				
Hawkins Shirt Co.....	145 32				
		275 38	October, 1910.....	176 71	
November, 1910—					
Maryland Veneer and Basket Co...	$ 124 25				
Hawkins Shirt Co.....	115 97				
		240 22	November, 1910.....	374 17	
December, 1910—					
Maryland Veneer and Basket Co...	$137 99				
Hawkins Shirt Co.....	138 32				
		276 31	December, 1910.....	400 45	
		$3,508 58	Total withdrawn.....		$3,653 97
Balance due January 1, 1910.....		1,401 88	Balance due Jan. 1, 1911,		1,256 49
		$4,910 46			$4,910 46

EXHIBIT A.—*Concluded.*

	1910.		1909.		1908.		1907.		1906.	
	Yearly.	Daily.	Yearly.	Daily.	Yearly.	Daily	Yearly.	Daily.	Yearly.	Daily.
Salaries of officers (per capita cost maintenance)	$57.46	.1574	$50.10	.1373	$44.876	.1226	$45.617	.1249	$44.050	.1207
Subsistence (per capita cost maintenance)	28.96	.0793	27.50	.0753	24.117	.066	23.945	.0656	21.739	.0599
Heat and light (per capita cost maintenance)	.70	.0019	.47	.0013	.550	.0015	.690	.00189	.058	.00016
Machinery and repairs (per capita cost maintenance)	.95	.0026	.80	.0022	.830	.0025	1.599	.00438	1.194	.0033
Clothing, dry goods, shoes (per capita cost maintenance)	5.68	.0155	4.05	.0111	3.874	.0105	3.262	.00893	3.530	.0097
Sanitary (per capita cost maintenance)	2.30	.0063	1.71	.0047	1.539	.0042	2.566	.00703	2.559	.0070
Special diet for sick (per capita cost maintenance)	.57	.0016	.51	.0014	.594	.0015	.3599	.00098	.305	.0008
Incidental expense (per capita cost maintenance)	2.45	.0067	1.44	.004	1.465	.0040	3.202	.00877	1.321	.0036
Hospital and drugs (per capita cost maintenance)	1.50	.0042	1.01	.003	.833	.0023	.0925	.00025	.824	.0023
Warden's subsistence	1.63	.0045	1.41	.0038	1.275	.0033	1.379	.00377	1.332	.0037
Miscellaneous	1.55	.0043	.....	.....	.....	.....	.....	.....	.....	.....
Totals	$103.75	.2843	$89.00	.2441	$79.953	.2184	$82.7124	.22650	$76.912	.2111

EXHIBIT E.

THE WORK ACCOMPLISHED IN THE ANNEX HAS ADDED NO LITTLE TO THE GENERAL CONDITION OF THE INSTITUTION, AND A LIST THAT SPEAKS FOR ITSELF IS APPENDED.

	Made.	Washed.	Repaired.
Overalls	1,433	2,195	5,012
Shirts	1,694	2,210	4,117
Sheets	1,059	3,414	1,452
Pillow cases	817	3,056	1,218
Dresses	693	5,941	1,187
Towels	1,029	1,409	.....
Miscellaneous	108	.....	.....
Blankets		2,108	20
Gowns	56	429	97
Spreads	.....	962	36
Aprons	73	523	14
Totals	6,962	22,247	13,153

FREE PUBLIC BATHS COMMISSION.

Large Increase in the Uses Made by the People of All the Conveniences Provided by the Commission.

EUGENE LEVERING, Chairman.
WILLIAM H. MORRISS, Treasurer.
MARY SHERWOOD, M. D.
JOSEPH E. GICHNER, M. D.
WILLIAM A. EISENBRANDT,
OREGON M. DENNIS,
A. C. HUTHWELKER,
} Commission.

THEO. M. BEADENKOFF, Secretary.

It is evident from the large increase in patronage within the last two or three years, that the work of the public baths in Baltimore has entered on a new stage.

The number of bath patrons in 1907 was 499,798; in 1908 this number was increased by about 100,000; in 1909 about 30,000 more were added, but the record of 1910 shows an increase over 1909 of 130,000, or a grand total of 757,174 bath patrons, and 421,974 Public Comfort Station patrons; in all 1,179,148.

In round numbers, 500,000 of these bath patrons are registered at the indoor cleansing baths, and 250,000 represent the recreational features of the baths at Patterson Park and other outdoor swimming stations, and the increase in the use of baths is noticeable both in the cleansing and recreational stations, being about 63,000 in each department.

At Patterson Park, especially a large increase is noted, due to the rapidly growing interest in athletic sports throughout the city, the total patronage there was 129,810, of whom 23,829 were women and girls.

A special feature there is the bathing after 6 P. M., which was indulged in after working hours by 14,637 young men and boys, and 3,981 young women and girls.

This is an indication of the need for evening recreation facilities in large cities, for which Chicago and New York provide accommodations in playgrounds and school houses, and the attendance at these evening recreation schools amounts to over a million persons annually.

The other bathing stations showing large increases are Walters No. 1, on South High street, where 293,561 bathers were recorded, an increase over 1909 of 37,000; and the two portable baths, where 52,216 persons used these temporary houses.

The total patronage of our entire system for 1910, during all or part of which time 14 separate stations were maintained, is as follows, as compared with 1909:

	1910.	1909.
Walters Baths No. 1	293,561	256,387
Walters Baths No. 2	116,067	118,385
Walters Baths No. 3	33,014	28,971
Patterson Park	129,810	86,141
Winans Beach	57,073	52,705
Canton	19,423	19,295
Gwynn's Falls	20,134	14,221
Locust Point	35,876	22,827
Portable Baths No. 1	13,549	14,522
Portable Baths No. 2	26,870	16,132
Portable Baths No. 3	9,703	.....
Portable Baths No. 4 (for colored people)	2,049	.....
Portable Baths No. 5 (Walbrook Park)	45	.....
Total	757,174	629,586
Public Comfort Station	421,974	359,625
Grand total	1,179,148	989,211

Along with these statistics of patronage, the receipts from fees have grown correspondingly, and in 1910 the Commission has returned to the Comptroller $14,996.02, making a total of about $95,000 returned in fees during 10 years since the establishment of the present bathing system.

The enlarged work of the Commission is indicated by the fact that three permanent bath houses are now practically under construction, viz.:

Greenmount Avenue Bath.

1. The Commission, consisting of the Mayor, the Comptroller, and President Levering of the Bath Commission, purchased on April 1, 1910, the triangular lot at Greenmount and Harford avenues and Monument street.

Plans are in preparation for the building to be erected there: it is hoped to commence building during 1911.

Walters Baths No. 4.

2. Mr. Henry Walters, during March, 1910, generously gave $30,000 for the erection of a fourth bath house in South Baltimore, at West and Marshall streets. This house is now nearly completed, and will be opened to the public about April 1, 1911.

The large patronage of about 30,000 persons during two seasons while the portable baths were in this neighborhood, indicates that this bath house when completed will be well patronized.

Hampden-Woodberry Neighborhood House.

3. The Hampden-Woodberry Neighborhood House, in which are to be installed shower baths, is now approaching completion, and by April 1st the Bath Commission expects to open these baths for the use of that neighborhood.

Portable Baths.

The Commission are glad to report that their expectations regarding the value of these portable houses have been fully met; the large attendance of 33,000 men and boys, and 19,000 women and girls during the past year testifying to their value.

A further use of them during the winter months is now being made, and with very successful results.

Recommendations.

The Commission reiterate the following recommendations for extension of their work, several of which were embodied in their annual report for 1910:

1. The success of the Public Comfort Station at Lombard street and Market Place emphasizes the need of such places in other crowded sections of the city, and the Commission heartily recommends the establishment of such places as the need may arise.

2. The swimming pool at Patterson Park so thoroughly fulfills the most sanguine expectations of its promoters that the Commission earnestly recommends the establishment of those swimming places in the other parks of the city.

In Carroll Park, Clifton Park, and even in Druid Hill Park, swimming places would prove most attractive and health giving.

3. School Baths—The Bath Commission has had plans carefully prepared showing what can be done with baths in connection with public schools in certain neighborhoods.

Teachers in some sections of the city have felt the need of such equipment in their schools so keenly that application has been made to the Commission for help in this direction.

The Commission is ready to furnish such plans, and to give the needed supervision and oversight.

4. The Commission recommend that some suitable portion of the harbor frontage, not yet taken up by shipping, should be reserved for the purpose of a public park and beach baths.

This reservation should be secured speedily, before the encroachments of commerce prevent the acquisition of such a site.

At present there are several sites which may be secured at a reasonable price, and such a water front beach or park would be largely patronized.

PARK BOARD.

Details of Work and Improvements Introduced During the Year Into the Various Properties Controlled By This Department—Athletics Encouraged.

GEORGE WEEMS WILLIAMS, President.
JOHN S. GITTINGS,
MILTON B. WILLIAMS,
ALFRED E. BOOTH,
} Park Board.

WILLIAM S. MANNING, Superintendent.

In the Herring Run territory, approximately 100 acres of land have been cleared, plowed and seeded, and approximately 200 acres of wooded land has been cared for and forested. In the Gwynn's Falls reservation, from Windsor Hills to the House of Refuge, property has been developed along similar lines, comprising about 200 acres of seeded land and 200 acres of forested land. The department also accomplished approximately one-half of the proposed improvement in connection with the mill race, by which the old race is to be converted into a wide walkway. For the use of the public, public comfort stations, bubble fountains and rustic benches have been erected. The old McDowell property at Morris avenue, which is part of the Gwynn's Falls reservation, has been improved and was used during the past season by the Young Women's Christian Association as a summer retreat for thousands of poor working girls. A considerable area of the old Taylor property, which is now known as Venable Park, has been forested, improved and seeded, the old buildings being taken down, and the property is approaching a park-like condition.

Wyman Park.

At Wyman Park the only work accomplished during the past year was the installation of rustic seats and tennis courts and some additional seeding.

University Boulevard.

The park at University Boulevard, just adjoining the county line, was graded and seeded, paths and roads installed, and brought to a finished condition, with the exception of the planting of shrubbery and trees.

Wyman Park to Druid Hill Park.

In connection with Wyman Park and the road to connect Druid Hill Park and Wyman Park, a contract was let by the Board of Awards for a reinforced concrete bridge, approximately 40 feet in width by 200 feet in length, spanning the valley, the stream and the Maryland and Pennsylvania Railroad tracks, passing under the Huntingdon Avenue Viaduct of the United Railways and Electric Company. The construction of this bridge was begun last year and is now well under way. At the same time, or just previous to the commencement of the building of this bridge, our department began the grading and preliminary work on the park properties adjoining the proposed road between Druid Hill and Wyman Parks which is to pass over this bridge now in construction.

Druid Hill Park.

At Druid Hill Park the property fronting on the Lake Drive, known as the Cloverdale property, was acquired by the department by gift, and this strip of about thirty feet, extending from Eutaw Place to a point near the Soldiers and Sailors' Monument, has been graded and treated so as to conform with the other portions of Druid Hill Park, making quite an attractive improvement. At this portion of Druid Hill Park

the property line fence was right on the sidewalk and the property immediately beyond the fence line was an old gulley overgrown with underbrush and, in some cases, filled with debris. At the boat landing in Druid Hill Park the overhead wiring for electric lights has been supplanted by an underground system for incandescent service, and the vicinity of the boat lake landing paved, from Druid Hill Avenue Gate to the bandstand in Druid Hill Park, and an underground system of light wiring was also installed. The open ditches crossing the lawn near the office building at Madison Avenue entrance and the open ditches near the Mansion House at Druid Hill to the Columbus Statue were properly drained, filled and brought to the grade of the lawn. On the slopes surrounding Druid Lake a great deal of work was done during the past year, principally grading and seeding. From Park avenue to Linden avenue extended, on what is known as South approach to Druid Hill Park, an underground system of light wiring was installed. The roadway was reconstructed and tar-macadamed, new catch basins and curbs installed and surface drainage provided for. The Mondawmin avenue squares were converted into lawns and trees were planted.

Charles Street Avenue.

Small-leaved linden trees were planted in the double parkings on Charles Street avenue, from Twenty-ninth street to the University Boulevard.

Clifton Park.

In the older portion of Clifton Park the principal improvement work was the drainage of the athletic field, between Harford road, Washington street and the Baltimore and Ohio Railroad, and the grading and smoothing of this area, as well as a large amount of grading against the steep embankments along the surrounding roads. From the Harford road to the Baltimore and Ohio Railroad bridge, new fences were installed

to prevent people from crossing the tracks of the Baltimore and Ohio Railroad.

Patterson Park.

At Patterson Park a number of the paths were hard-surfaced with brick, so as to insure better footing in bad weather, and a number concrete steps were installed to take the place of wooden steps; an embankment wall was erected around the boat lake. A large amount of work in connection with the reconstruction of lawns and the installation of plantations was accomplished; stationary benches of an improved type were constructed to take the place of the small movable benches which had been used for some years in this park. The paving of the mall was completed, and an underground lighting system for the mall and athletic field was so constructed as to light the bathing pool in Patterson Park at night and the athletic field and children's playground. The athletic field was completely fenced in so as to provide facilities for an orderly use of this territory, and some additional tree planting in the section near Patuxent street and Eastern avenue was completed. New tennis courts were also constructed in Patterson Park to supply the demand for courts. In connection with Patterson Park, and because of its location near to this park, I might mention that the area between Philadelphia road, Fayette and Patuxent streets, for a distance of approximately two blocks, which area the City Council put under the jurisdiction of our department last year, was filled and graded.

Carroll Park.

At Carroll Park the athletic area and driveways in its vicinity were brought to finished grade and seeded, new drainage and an underground system of conduits for electric wires were installed, ball fields for four diamonds constructed, as well as a one-quarter mile running track, which one-quarter mile area was enclosed by a fence. The children's playground

area and wading pool was constructed and fenced. The steep slopes along the Baltimore and Ohio Railroad tracks on Ohio avenue were graded and planted with trees and shrubs, and trees and shrubs were planted along Bayard street and Columbia avenue, forming border plantations. In connection with this athletic field, shrubberies were installed and trees planted at various places so as to bring the area to a completed condition. West of Monroe street, along the Baltimore and Ohio Railroad track, a large amount of filling and grading was done to make a border mound for a screening plantation. The object of all these plantations along the Baltimore and Ohio tracks is to hide the traffic from the view of the people using the park. This is the purpose also of the plantations along Columbia avenue and Bayard street.

Athletics In All Parks.

In all of our larger parks additional facilities were provided during the past year for athletic purposes and playground purposes. The use of these areas during the past year was largely increased and at all times it was almost impossible to supply the demand for baseball fields, tennis courts, running tracks and other facilities although large areas were smoothed and put in condition to be used by the public. Thousands of people used the picnic areas; and these areas, too, at times, were found to be inadequate for the demand.

Financial.

Amount brought forward from 1909	$43,887 20	
Receipts for the year from United Railways Park Tax	556,597 39	
Receipts from sales, rents, etc	6,849 59	
		$607,334 18
Disbursements:		
Office salaries	$4,039 63	
Office expenses	1,091 21	
For sinking funds, ground rents, interest on all loans	127,409 98	
For salaries of park employes	161,369 59	
For materials and contracts	74,477 09	
Distribution for new improvements	173,754 14	
		542,141 64
Amount carried forward to 1911 account		$65,192 54

Distribution of Improvements.

Druid Hill district	$30,917 16
Carroll district	53,751 17
Clifton district	6,770 40
Patterson district	11,437 29
Wyman Park	16,025 64
Gwynns Falls reservation	14,266 11
Herring Run reservation	1,538 62
University Parkway	9,027 14
Charles Street Boulevard	722 50
Venable Park	5,011 62
Engineers and Architects Salaries and Expenses	14,345 32
Various parks	9,941 17
	$173,754 14

"Lest We Forget"

FOUR YEARS OF PROGRESS

RECORD OF ACHIEVEMENT
WHICH REDOUNDS WITH SPLENDID CREDIT
UPON ALL THOSE WHO HELPED
IN THE GOOD WORK

RESUMÈ SHOWS MAGNIFICENT
DEPARTMENTAL WORK

1907—1911

1. Street Cleaning Department.
2. Topographical Survey Commission.
3. Harbor Board.
4. City Librarian.
5. Inspector of Buildings.
6. Fire Department.
7. Superintendent of Public Buildings.
8. Superintendent of Lamps and Lighting.
9. Department of Legislative Reference.
10. Sewerage Commission.
11. Public Bath Commission.
12. Architectural Commission.
13. Water Board.
14. Supervisors of City Charities.
15. Electrical Commission.
16. Commissioners for Opening Streets.

DEPARTMENT OF STREET CLEANING.

Fine Work in Transforming One of the Most Important Agencies in the City into One of the Most Business-Like Organizations Under the Municipal Government— Highly Developed System.

JOSEPH L. WICKES, Commissioner.

It has been the constant aim of this Department to promote efficiency and economy in the broadest meaning of these terms. Your present Commissioner of Street Cleaning had his training in the Engineering and Maintenance of Way Departments of the Pennsylvania Railroad for a period of seventeen years, and it was his endeavor to adopt in a broad way, the system of checks, balances and discipline that has made the operation of the Pennsylvania Railroad such a success.

It was of course necessary to change things very materially in many particulars to conform to the changed conditions, but the theory of fixing responsibility, having ample check at all times for all expenditures of money, was never lost sight of. The old system placed the keeping and handling of money all with the superintendents; in other words, there was no check, and the same people "shuffled, cut and dealt." This was changed and the modern system of having a general paymaster was inaugurated, together with daily reports showing the time made by each man each day, and containing a history of the day's work. The money is put into envelopes and each man paid in the presence of his fellow-workmen, so that any favoritism, any errors made in the time of the men, amounts paid, etc., at once become public.

How Materials Are Handled.

The materials are ordered on requisition blanks, and the person by whom the material is received is obliged to receipt on the back. The requisitions then accompany the bills, and are checked in the office before vouchers are signed. It would take several pages to describe in detail the system used for the protection of the city's fund in this department, but it is sufficient to say, in addition to the above brief description, that modern business-like methods are employed both in the use of material and the keeping of accounts.

Quick Handling of Complaints.

Each superintendent and foreman in charge of a gang is required to make at least three calls a day over the telephone to receive any complaints that may require immediate attention, as well as to report the progress he is making with the day's work. In this way, the office is enabled at all times to keep in close touch with every man in the department. These telephone calls are indicated on a map of the city by different colored buttons, so that a glance is sufficient to tell just where each gang is working and the progress being made.

Organization of Sanitary Division.

On January 1, 1908, the collection of garbage, which had previously been done by contract, was turned over to the Street Cleaning Department, together with all the stables, horses, carts, and other equipment incident to the work. The basis of a day's work under which the Sanitary Company worked was ten hours a day, but as the law requires an eight-hour day for all city employees, it of course meant a corresponding increase in the number of horses and carts for this department to do the work. The new division of the department was called the "Sanitary Division." It was placed under the supervision of a general superintendent, starting

with 165 carts and four double wagons. The number of these have been increased from time to time until at present we have 188 carts and six double wagons.

Control of the Stables.

The stock is under the control of a Superintendent of Stables. Each stable in addition has a stable boss who is responsible at all times for the health of the horses and condition of the equipment when not on the street. It is their duty to see that the horses are well fed and cared for, and that the stables are kept clean and sanitary. The main stable at Pratt street and Central avenue is equipped with a dispensary where medicines more generally in demand are kept for immediate use. The average cost for medicine and veterinary service will amount to about $2.67 per head, which I think will compare favorably with any corporation having a large number of horses.

City Farm to Care for Stock.

It was deemed good economy to lease a farm as a kind of sanitarium for horses that were over-worked, run down, or sick. The department succeeded in leasing thirty acres of pasture, situated on the Liberty road, within a short distance of the city; property having a large stable. This farm is in charge of a competent care-taker, and it has proved to be a good investment, not only from a humanitarian, but from a practical standpoint, as an actual saving in dollars and cents.

Department Does Its Own Repairing and Construction.

The principal stable at Pratt street and Central avenue is fitted up with complete blacksmith, horseshoeing, harness, repair and paint shops, which repair and keep in condition about 350 vehicles belonging to the department, at a less cost

with better material than it could be done elsewhere. Each particular shop is required at the end of the day to hand in a report as to the amount of work done, material used, and the cost of the same. The shops are provided with a storeroom in charge of a keeper, whose duty it is to keep a correct account of all materials received and delivered. The material is delivered to the shopmen by requisition and receipted for, and charged out to the particular piece of work for which it was used.

Money Saved By Departmental Construction.

All material is bought under contract, under specifications carefully prepared. Materials delivered are thoroughly inspected, and any which do not compare favorably with samples, or which do not come up to specifications, are promptly rejected. Our work in the shops has not been confined entirely to repairs. We have made many improvements and have entirely built new machines. A case in point is the construction of a sweeping machine on a different plan from any which is now on the market, and which was designed especially to suit the needs of this particular city. We had heretofore been paying $300 for machines that were not suited to our needs; they did not seem to be able to stand up under the strain of our rough streets. The machines constructed by us were built at a cost of $150 with better material, and in every way suited to our requirements, both in economy and efficiency in operation.

Department Run More Cheaply Than In Other Cities.

A fair way to judge of economy and efficiency is by comparison. The economy of operation of this department can best be judged by comparison with the amount of money spent per capita for the same work in other cities, and according to Dr. Flack, of the Department of Legislative Reference, of this

city, the entire department has been operated much more cheaply than any other city of similar size.

Complaints Amazingly Low.

Again, giving Dr. Flack as my authority in the matter of comparison of complaints, which is the true index of efficiency of service, the following are the total number of complaints received as reported by the following cities for the year 1909, and will show what Baltimore is doing in this regard:

New York—	
Ashes and refuse	1,112
Garbage	269
Total	1,381
Philadelphia—	
Ashes	452
Garbage	388
Total	840
Boston—	
Ashes	1,482
Garbage	1,403
Total	2,885
Pittsburgh—	
Garbage	2,583
Milwaukee—	
Garbage, per day	7
Winter	40
Summer	10
Total	57
Baltimore—	
Ashes and garbage	224

Of which 51, only, were justifiable.

(Milwaukee reports 7 garbage complaints per day, 40 ash complaints in winter, and 10 ash complaints in summer, making a total average of 32 per day. Using 300 working days to the year, this would show about 9,600 complaints for that city.)

Keeping Dust on the Streets Subdued.

On recommendation of the Commissioner an appropriation was made by the Board of Estimates for experimenting in dust palliatives on macadam roads. This was made necessary by the growth of rapid transit vehicles, especially automobiles, which not only raised a cloud of dust, but which were actually tearing the roads to pieces. It is not my intention to write an essay at this time on road preservation, but it is enough to say that the prevention of dust and road preservation are almost synonymous terms. If a road can be prevented from blowing away over the fields in the shape of dust, it means that the life of the road is lengthened just that much longer. Many kinds of oils were used at various places, and their effect, efficiency, and cost carefully noted, and it was decided from the viewpoint of a dust layer, that an emulsion was equal in efficiency and very much cheaper. This was finally adopted and used during the past summer, and its efficiency can be attested to by the fact that we had not a single complaint during the entire summer from this cause. I consider, aside from the preservation of the roads, the use of this emulsion saved its cost many times over in the prevention of the destruction of furniture and draperies in the houses of our citizens living alongside of macadam roads.

The dust problem was by no means solved by the use of oil on macadam roads. City pavements, more especially sheet asphalt and bitulithic, presented a dust problem that could not be solved by the ordinary broom in the hands of our "white wings." Every passing vehicle raised a cloud of dust from these pavements, even though they had just been gone over a short time before by the broom. To overcome this, the use of the rubber Squeegee machines on improved streets was used with most gratifying results, as they practically scrubbed the streets and removed every particle of dust.

Eliminating Grass from Streets.

The use of weed killer was introduced as a labor saver in the removal of grass and weeds from city streets and alleys. We at first used a preparation that was on the market for this purpose at a cost of 70 cents per gallon. The department prepared its own specifications in the summer of 1909, advertised for bids, and succeeded in obtaining a more efficient weed killer at about half the cost we had previously been paying.

Supervising Street Work.

On account of the growth of smooth pavements, and the spreading out of the city, it was necessary to change the method of supervision, and with this end in view, motor cycles were introduced into the department, and several foremen placed on them to supervise this work, and the results show that one man on a motor cycle is worth four or five going around by any other method.

Fixed Rules Governing the Department.

Previous to the summer of 1908, the department was governed by general orders issued from the office of the Commissioner, but these were never gotten together in a shape where they could be referred to with any ease. On August 8, 1908, a book of rules was issued containing the general orders that had been issued, and additional rules for the better government of the department, as well as a number of ordinances relating to the work of the department. This book of rules describes the organization, the duties of the general superintendents, and superintendents, the hours for work at different seasons of the year, and other special rules designed to promote better discipline and efficiency.

Snow Plows at Work.

During the winter of 1908, snow plows were introduced to assist in the removal of snow; the wisdom of this can best be

judged by the quickness with which the snow was gotten off the principal streets.

Close Record of Each Individual Employe.

A card index system was introduced into the office work, showing each man's age, residence, length of time in the department, any promotions, reductions, suspensions, so that a man's efficiency becomes a matter of office record. If a man is brought to the office on charges, it is only necessary to turn to his record card to see whether he is an habitual offender. In this way, we have succeeded in weeding out lazy and incompetent employees, and putting in their places men who are willing to work, and who do work, thereby increasing the efficiency of the department.

City Makes Money Where It Used to Pay It Out.

On January 1, 1910, certain dumps under the control of the city were let out by contract. It had heretofore been the custom to pay men $10 per week to keep the dumps in order, and from which the city derived absolutely no revenue. Specifications were drawn up, requiring the contractor to take care of the dumps under the direction of this office. A contract has just been let for the year 1911 by which the city is saved the expense of maintaining men on these dumps, and in addition, receives $1,036, which amount goes into the city treasury.

Complimented by the Press.

The *Baltimore News* detailed one of their staff to look into the system and work of this department, and the result of this investigation appeared in the issue of the *News,* September 14, 1910. This article occupied a space in the paper of about two columns in length and described in detail the organization and system under which this department is operated. After giving some statistics as to the amount of material removed, this sentence occurs: "The proper moving and disposal of these

vast quantities of refuse enumerated above require more executive ability, more system and more skill than the uninitiated would think, yet the Baltimore department is as well regulated, and as well systematized as any private organization to the city." That this statement is not exaggerated can best be determined by the work accomplished with the means at our disposal, and these results would be impossible of accomplishment except by having system, good organization, and good discipline.

TOPOGRAPHICAL SURVEY COMMISSION.

Wide Scope of Very Interesting Information, Which the Public Should Study, in Order to Have a Clearer Idea of Many Important Subjects in Which Property Owners are Deeply Concerned.

J. BARRY MAHOOL,
HARRY F. HOOPER, } **Commission.**
J. SEWELL THOMAS,

JOSEPH W. SHIRLEY, Chief Engineer.

During the past three years there have been undoubtedly more streets condemned or deeded and actually opened on the ground than during any similar period in the history of the city. This, of course, has resulted in a great increase in the work of this department, which supervises the location of both the lines and grades of all streets conforming to the general plan. Besides this physical work of locating on the ground the information necessary for the building of the street, the Survey has been constantly occupied with collecting data and incorporating it in plats and descriptions to accom-

pany ordinances for the legal part in the opening of such streets. The arrangements for indexing for future use this information has been systematized to a nice degree, and has added a valuable store of information to the records of the department. During this period, the past three years, the number of plats with their accompanying descriptions made for the opening and deeding of streets has totaled fifty-three.

Watching Work of State Roads Commission.

During the year 1910 the Survey, at the direction of your Honor, has exercised a supervision and control, to a certain extent, over all the work relative to the city's one million dollar portion of the fund to be expended by the State Roads Commission. The scheme employed in carrying this out was, first, to choose those roads which it was thought most desirable to improve in the beginning, and from an adopted list, arranged along what was considered relative rank of importance, to improve each in turn until the total amount shall have been expended.

The Survey's part in carrying out this plan consisted in making the plats and furnishing the descriptions for the condemnation of all the property needed, and in co-operating for the surrender of the property in order to allow actual construction to begin before the awards and damages were adjusted. This latter has been quite an important and rather large phase of our duties. For, in practically all cases, both the alinement and widths of these roads have been considerably altered and a good deal of property will, of necessity, be required in order to make the improvements on a broad and desirable basis.

Falls Road.

The first of these roads taken up was the Falls road, from Third avenue to the northern city boundary. And, although no plat was needed for condemnation purposes, the depart-

ment had to furnish quite a good deal of data for the alinement, and the grade was also considerably changed. The paving of this road is now very close to completion, and it will soon show a very decided contrast over the old dilapidated condition of this very important thoroughfare.

Belair Road.

The Belair road was next taken up. But so far, on account of legal obstacles and the expenses involved in the widening, neither the actual construction nor the condemnation has begun. A plat for this purpose, however, has been made and some action, no doubt, will soon be taken. The plans call for a width of eighty feet, and when finally completed this road will serve as a valuable adjunct in relieving a bad state of traffic congestion.

Harford Road and Garrison Avenue.

The Harford road and Garrison avenue are now both in process of construction and these, too, will satisfy in an excellent manner long felt wants. The former will have a roadway fifty feet wide throughout its entire length and along most of the way will have a width of eighty feet between building lines. In front of Clifton Park this width will be broadened to one hundred and four feet, which will permit of the car tracks being put off to the east side on a private right-of-way and will allow the full width of the roadway, fifty feet, to be used solely for traffic purposes. In this improvement the portion of the old turnpike between a point about opposite the northern end of the Montebello Reservoir property and Eutaw avenue will be abandoned for a new location through the recently acquired property of the Park Board north of Herring Run.

This obliterates a very nasty portion of the old road and will substitute a long beautiful viaduct over the stream, with an elevation of about twenty feet above that of the old bridge;

from the viaduct the road will wind gracefully in both directions to meet the old turnpike. Especially has the grade along this portion been improved as, indeed, it has been throughout the entire length of the road—the portion just north of North avenue being quite radically changed by a maximum cut of about five feet. Through the Herring Run tract of park property where, of course, no buildings will be erected, the width between building lines will be narrowed down to permit only of the fifty-feet roadway and of a sidewalk six feet wide.

The plan of this road as finally adopted was under consideration for quite a long time and it was only after numerous conferences among all those interested that the plan proposed by this department was agreed upon. It is only fair to state that this good work was accomplished largely by the generous consent of the Park Board which, throughout the discussion, held to a broadminded view of the situation.

While, as has been mentioned, the actual construction of this road is now well under way the condemnation of the property needed has not been entered into. But this department is now preparing an extensive map—probably the largest of its kind ever made for the city—for this purpose, which will be completed very shortly and will then be turned over to the Commissioners for Opening Streets, who will attend to the adjustments of the benefits and damages.

Garrison Avenue.

Garrison avenue will also be widened to eighty feet between building lines, allowing of a fifty-feet roadway with the car tracks in the center on a girder rail construction. The grade of this road, too, has been greatly improved by some quite deep cuts, but no very serious damage has been done to the abutting property owners, and when completed this road should, from present aspects, prove one of the most beneficial improvements ever made by the city.

Liberty Heights Avenue.

In the report of this department for the year 1909 quite a long account was given of the extensive plans in connection with Liberty Heights avenue (formerly Old Liberty road) and based on the recommendations then set forth a map has since been prepared and deposited with the Commissioners for Opening Streets with the idea of finally carrying out this scheme. In a way a start has already been given to this plan by the grading of a portion of the old road by filling up a considerable hole with the excavated earth from the Ashburton Reservoir. The remaining work can probably be done out of the Road Fund. This, however, according to the present arrangement, will not be undertaken until the completion of the roads mentioned above with the addition of the Frederick and Reisterstown turnpikes.

Frederick Turnpike.

In the case of the Frederick turnpike, plans are now under preparation for the condemnation of this road, and in all probability the suggestions made in last year's report will be adhered to closely. These plans, it will be recalled, include a betterment of both the alinement and grade, with quite a decided deviation from the present bed of the road at the crossing over Gwynn's Falls. Here it is proposed to erect a concrete viaduct over both the Falls and the Western Maryland Railroad, and join in with the old road with easy curves, obliterating the awkward and dangerous condition that now exists. These plans will, no doubt, be ready to present within a month or so.

Reisterstown Turnpike.

Mention was also made in last year's report of the proposed changes relative to the Reisterstown turnpike, but so far no action has been taken on account of the legal obstacles

encountered in acquiring the title. However, there now appears a way out of the trouble, and there seems good reason to believe that actual construction will be begun during the present year.

Highway Over Jones Falls.

Probably what will prove one of the most important, valuable and far-reaching works ever undertaken by the city is that of the proposed Jones Falls thoroughfare. Late in December of the past year the Survey was requested by the newly appointed Commission on City Plan to take charge of all the preliminary surveys in connection with this work. Two property parties, consisting of four men each, were at once started in the field to map the area under consideration. These maps will be made in accordance with our standard sections of one twenty-fourth of a square mile on the scale of forty feet to one inch. In this respect it is gratifying to note that the Survey's good record in handling work of this character earned for itself the respect and co-operation of the Commission. And the importance of this good will and amicable relations cannot be too strongly emphasized. For, in the first place, this Commission possesses powers of the broadest scope relative to the supervision of plans in any way connected with the extension of streets, and it is highly desirable that the Topographical Survey should work in harmony in its similar work relative to the Street Plan of the Annex. Secondly, from an economic point of view, by virture of its records pertaining to street or property lines and analogous information, the Survey can undoubtedly make all the surveys in any way connected with this improvement at a considerably less cost and greater dispatch than could any newly organized department.

Railroad Problems.

One of the most serious problems always to be encountered in the designing of a street plan is that of the location of the

railroads—the object, of course, being to eliminate grade crossings. In our study of the conditions of that portion of the western Annex bordering closely on the old city we have constantly encountered quite a problem in trying to relieve the bad conditions that now exist there owing to the presence of the P., B. & W. R. R.

The subject has been constantly agitated and it was finally brought up for fresh discussion by the introduction by the railroad company of an ordinance in the City Council relative to abolishing the grade crossing at Lafayette avenue. But from the present aspect of the case it is very likely that this ordinance will be amended by the city to accomplish the main features of our original plan, but at a far less cost to the railroad company.

Street Skirting South Side of Harbor.

Another very important step that was inaugurated during the past year is that which has come to be known by the name of the Water Front Street. This idea was given impetus by the South Baltimore Business Men's Association, which applied to the City Engineer to have the city prepare a study of the neighborhood in order to suggest ways and means for launching this idea. On the recommendation of the City Engineer and with the approval of your Honor this department has since taken up, in co-operation with the Association together with the Harbor Board, this scheme and has prepared a preliminary plan.

The general purpose of this street is to give a more direct and easily accessible route from the center of town to the southern front of the harbor. At present the street connections in this section are most unsatisfactory, and as a result the water front has been neglected to a shameful degree. So, in order to give it the value its location should demand, some radical step must be taken with the main view in mind of making this area of more use for commercial purposes.

On our preliminary study we have located a street one hundred and twenty-five feet in width, which when opened, we believe, would accomplish all the desired results. In a general way the street proposed is to start at Light street, at about its intersection with Armistead lane, and run easterly by an easy curve to a little east of Covington street, which it parallels for a short distance and curves again to include the bed of Clement street as far as the Lawrence Street branch of the B. & O. R. R.; it then follows in a general direction along the railroad to Nicholson street which latter it follows, by widening, of course, to the North German Lloyd Piers of the B. & O. R. R., where the terminal is proposed. This terminal opens up into the large yards of the railroad company and affords a most desirable exit as well.

In other words, the alinement of the street is in a general way parallel to the water front and located at such a distance back from it so as to permit of sufficient dock space with the necessary railroad branches, yards and other facilities.

Advantages to South Baltimore.

The advantages of this street are many; a few of the more important ones may be summed up in the following:

First—An incision by a broad thoroughfare of almost level grade into a territory now almost isolated and inaccessible. This, of course, will result in the erection of many new buildings of important and desirable character. But the main advantage will be the accessibility to the new docks that will soon be built.

Second—An excessive decrease in both the length and grade of the haul from the center of the business district to both the old and proposed new docks. By the new route especially is the grade bettered. For, by the present streets in this section it is necessary by almost every practical route to climb both up and down a summit of about seventy-five feet above tide. But by the new street the summit will be about fifteen

feet above tide and the maximum grade only about one per cent. and that only for a short distance; the remaining portion will be as nearly level as consistent with good drainage.

Third—The railroad facilities for this whole section can be greatly improved, both in regard to the elimination of grade crossings and enlarged space for trackage.

During the early part of last January the Survey moved into its present comfortable quarters on the third floor of the old Central Police Station, now officially styled City Hall Annex No. 2. These rooms satisfy nicely the needs of the department, and though not at all elaborate, all necessities are provided for in a most satisfactory manner.

Does Blue Print Work for All City Departments.

One of the most pleasing features of the new quarters is the extra room that has been devoted to a kind of sub-department for the making of blue prints and kindred work. This idea was first proposed by the Survey to the Board of Estimates late in 1909 and on the Board's approval of the scheme the money for the lay-out was granted and the installation of the machinery was soon begun. The proposition was that money could be saved all of the departments whose work required the making of prints by forming a separate department to do all such work along the lines of a municipal ownership operation. The experiment has indeed proved highly successful as will appear from the following brief summary.

Money Saved to City.

The first cost of installing the machine was $390, and work for all city departments was begun on February 13. In the beginning the cost was assessed to each department in accordance with the amount of work in the same manner as any private enterprise would be run; but the rate was placed at what was, as well as could be determined, a figure merely to cover expenses, and which was at the lowest known rate

for this kind of work. We found by an examination of all obtainable data that the average price the different departments had been paying was as follows: Blue prints and white prints 2.5 cents per square foot; negative prints 4.5 cents per square foot; with a minimum price of single prints of 5.0 cents. Our prices were then placed at the following rates: Blue prints 1.5 cents per square foot; white prints 2.0 cents per square foot; and negative prints 3.0 cents per square foot; with a minimum price of single prints of 1.5 cents. So, it can be readily seen from the above comparison that on an average on all classes of work the average saving has been over 31 per cent. The amount of work charged for and collected during the past year amounted to $1,657.12, and the expense including the cost of the machine, its accessories, salary of the operator, blue print paper and other materials amounted to $1,573.93, leaving a balance of $126.07 to the credit of the department. Or, in other words, besides saving the city an average on all classes of work nearly a third of what it should have had to pay outside concerns, the city has paid for its original investment and all expenses and at the end of the year had $126.07 to its credit.

During 1911 we have good reasons to believe that the amount of printing to be done will be even greater than it was during the past year. So, in order to facilitate the work, it was thought desirable, from an economic point of view, to add to the plant a patented washing and drying machine. The cost of this machine is $420 and by using the balance referred to above and the sum of $93.93 saved on the expense account of the Topographical Survey, a deposit of $220 has been paid on the machine, the remaining $200 to be paid out of an appropriation provided for the purpose this year.

On the whole the experiment has been a decided success and practically no complaints of any importance have been made.

HARBOR BOARD.

The Last Four Years Have Been More Prolific of Good Results than any Other Like Period in the History of the Department.

OSCAR F. LACKEY, Engineer President,
CLARENCE SHRIVER,
M. H. GOODRICH,
WILLIAM D. SANNER,
J. FRANK THOMPSON,
} Harbor Board.

In the last four years the Harbor Board has accomplished more work than has been done in any other four years in the history of the Board.

The entire water front, from Light street to Exeter street, has been changed and remodeled, and the old dilapidated piers with narrow slips have been replaced with modern piers. The channels of the harbor have been doubled in width and their depth increased from 22 feet to 27 feet and from 18 feet to 24 feet.

The piece of property known as the Marine Hospital Bulkhead, which has been left idle for years, has been developed and the city now has 185 acres of the most valuable water front property with railroad connection, which it can offer to new industries at a moderate rental.

The work of the Department has not been confined solely to the upper basin, but a large quantity of money has been spent to improve Spring Gardens and Middle Branch. The channels here have been widened and deepened, new piers constructed at the foot of Hanover and Charles streets, and it is the intention of the Harbor Board to recommend that Light street be straightened from Dorsey street and a new bridge constructed to Brooklyn, Anne Arundel County.

In order to aid the commerce of the port and keep the same open during the ice season, the Harbor Board found it was necessary to equip the iceboats in the most modern way. Up to within the last three years, the boats were of little use

as a help to vessels in distress, except in the main channels. We have installed steam steering gear to replace the hand-gear, and are under contract for the installation of steam windlass to replace the hand-windlass.

Further, both boats are to be equipped with small gasoline tenders for the purpose of carrying a line to smaller vessels caught in ice floes, or in shoal water, affording the iceboats an opportunity of towing them to a place of safety, saving a loss of property and a possible loss of life.

To give an idea of the growth of this Department within the last four years you will find below a table showing the amount of money spent by the Department from 1900 to 1907, and from 1907 to 1911, inclusive. These figures show the rapid growth of the work accomplished by the Harbor Board and its importance to the City of Baltimore.

YEAR	EXPENDITURES	
1900	$61,942 00	
1901	76,170 00	
1902	78,247 00	
1903	82,775 00	
Total, 1900 to 1904		$299,134 00
1904	$83,462 00	
1905	126,555 00	
1906	183,475 00	
1907	315,912 00	
Total, 1904 to 1908		$709,404 00
Total, 1900 to 1908		$1,008,538 00
1908	$621,833 00	
1909	782,967 00	
1910	760,633 00	
1911 (estimated)	1,000,050 00	
Total, 1908 to 1911, inclusive		$3,165,483 00

Or the duties of the Department in the last four years have been 3.13 times as great as were the duties in the preceeding eight years.

CITY LIBRARIAN.

A Department Which Has Been Developed into One of the Most Practically Useful Branches of the City Government— A Repository of Valuable Baltimore and Maryland Information.

WILBUR F. COYLE, City Librarian.

What is regarded as the most important duty of the City Librarian is not making purchases, but is found in the efforts put forth to build up, in the City Hall, a fine municipal reference library; a historical library of Baltimore for Baltimoreans; of Maryland for Marylanders. I think the many patrons of this branch of the Municipal government will attest to the growing importance of this work.

It must be understood that this library is supposed to contain material that cannot be found elsewhere, hence things that the average person may consider worthless, because that particular individual may not have use for them, become valuable and useful when deposited where they are accessible to those in need of such material. It is because of this that we try to keep our files complete with the reports and other data concerning commercial, financial, charitable and educational institutions; index of old magazine articles on Baltimore and lake the country generally for such printed and documentary data.

Specializing in this kind of work is more than desirable; it is a necessity. This is brought home time and again to those connected with the City Library. The public has a right to expect and demand that all available information concerning the city and State be assembled in one place, at least; that that place be open to the public.

An Exhibit of Old Baltimore.

Now, just a word in connection with the collection of prints, photographs, etc., at the City Library, which at present numbers over one thousand exhibits of various character. The so-called "show rooms," very small, proved so inadequate that the City Librarian was compelled to take possession of the walls of the rotunda, and the corridors on the third floor of the City Hall, where several hundred pictures have been hung. The corridor adjacent to the City Library has been supplied with a special lighting arrangement which creates a brilliant electrical illumination, by reason of which the pictures can be seen to advantage.

The display now consists of hundreds of prints, photographs, etc., showing Baltimore from 1729-30, when it was laid out, in comparison with today, when it is one of the great cities of the country.

As the City Librarian is purchasing agent of the city for a certain class of supplies, the money appropriated to his department is largely used for other departments. A detailed statement of all expenditures accompanies the Librarian's regular annual report to the Mayor and City Council. It may be interesting to note here, however, that at the close of 1910 a balance showed on the right side of the ledger. Out of an appropriation of $23,120, there was an unexpended amount of $4,580,80.

Naturally the head of this department has given a great deal of attention to the question of purchases and has developed a system which is giving excellent results. Some of its important features follows:

Standardization.

The standardization of city supplies so that, as far as practical, material of the same kind, or price, is used by all departments for a given purpose. For instance, one price and

one quality letter heads for all. This policy extends to every item whether pencils, books, printing or draftman's supplies.

Quality.

It is the aim of the City Librarian to furnish departments with good commercial stationery. The city purchases no "fancy" supplies. Permanent record books contain the best paper that can be had, and are made as strongly as possible, but we do not put fine ledger paper in order books or temporary records. The importance of a record is taken into consideration when it is classified for material.

Contracts—Item System.

By the "item plan" of bidding, the widest competition is assured. This system means the preparation of lists containing approximately 1,200 items of stationery, etc. A bidder may give a price upon one or all items. This system differs from the former plan of bidding upon supplies in the bulk or by classes. The latter methods were susceptible of manipulation. There is no question but that the city was at a disadvantage under the old way. The "item plan" is much better, fairer and more satisfactory.

Oath By Contractor.

Every contract made through the City Librarian's office hereafter, shall contain an affidavit of the bidder, that he or his representative has not colluded with any other person, to limit or restrict competition, nor to produce a deceptive show of competition.

A clause to this effect was inserted in the specifications for this year's general supplies, and likewise in those inviting proposals for eighty-five cabinets and eighty-five sets of cards for a Code of Fire Alarm Signals, which contract was let for the Fire Department, through the City Library. This

affidavit plan should put an end to the ever present possibility of a combination against the city in the interest of higher prices. No argument is necessary to demonstrate that the municipality should do all in its power to discourage combinations of the character cited. So far as this department is concerned, the affidavit feature is very desirable, if not a necessity.

Cardinal Rules.

There are four cardinal rules that govern the purchasing feature of the City Library:

First—Find out definitely what is required.

Second—Find out definitely what it will cost.

Third—Subject material to critical inspection, to determine definitely whether it is exactly what was ordered.

Fourth—See that the bill is exactly in accord with the contract price or price secured in advance. The policy of the department is to insist upon this procedure, and the Library force has become very proficient—in fact expert—in its knowledge of material, quality and market value.

The City Librarian orders upon requisition from other departments, and does not keep a stock on hand. This is an excellent system. No large storage space is required; there is nothing to watch; hence, there is no one to be paid for watching. The supplies are taken from the current stock of the store; consequently we do not get shop-worn, dried-out "superannuated" material that should be placed on the retired list. But while the orders are for small quantities, all contracts state estimated amounts for the year, so as to give the bidder a comprehensive basis upon which to figure his price.

"Knows What It Wants."

Hundreds of requisitions come to the City Library from the various departments, and these are then relayed to the contractors. Instructions to the contractor are very specific.

Those doing business with the City through this department, know that it knows what it wants, to begin with, and in the end gets it. When an order is sent there is no doubt as to its meaning. The material is not delivered direct to the department using it, but to the City Library. It is inspected by those competent to judge, and if "O. K." is forwarded to the user, but if it does not pass inspection it is sent back forthwith. Accompanying each delivery must be a memorandum bill. This is sent to the department with the goods and signed by the person who receives the material. The bill is then returned to the City Library and is used in checking up the general bill, from the same firm, which comes in at the end of the month. The memorandum bill system is good.

It shows exactly what the city is to pay; and that the material falls into proper hands.

If, in checking up a general monthly bill, the memorandum bill is missing for an item charged, we stop. There is something wrong. Not a cent is paid unless there is a receipt to show that the goods went to the right party.

It will be seen then, that during the past four years the City Library has been so effectively developed that now it is a very valuable library of Baltimore for Baltimoreans; of Maryland for Marylanders; a library in the broader sense, not merely a routine institution; a record office; a bureau of information; to an extent a statistical department and a municipal purchasing department for a certain class of supplies.

What the Library Really Is.

The features of the City Library development, inaugurated under present management, may best be summarized as follows:

Purchasing Branch.

Standardization of city supplies.

All material delivered at City Library for inspection.

Memorandum bill with each delivery.

"Item plan" of awarding contracts established.

Contractors required to take oath that there was no collusion to limit competition.

Tests of paper at City Library, supplemented by tests made by Bureau of Standards, at Washington.

General reduction in the price of material under the present system.

Library Work.

Development of a fine municipal reference and historical library of Baltimore and Maryland.

Thorough card index system of books, ordinances, municipal and other reports; special attention being paid to matters pertaining to the city and State.

Publication of five volumes of City Records, 1729 to 1813.

Publication of Hand Book for several years.

First printed catalogue issued.

Pictorial catalogue of prints, etc.

Hundreds of pictures of old Baltimore collected and exhibited at the City Hall. This feature is entirely unique, interesting and educational.

Restoration of old city records, including many valuable plats; indexing same.

INSPECTOR OF BUILDINGS.

Comparative Statistical Showing of the Private and Public Progress Made Along Construction Lines During the Past Four Years.

EDWARD D. PRESTON, Inspector.

A summary of the last four years work in this department can best be shown by telling what there has been done in each of the years 1907, 1908, 1909 and 1910.

The showing is as follows:

1907:		
School No. 10	$4,514 66	
Eastern High School	21,950 41	
Forrest Park School	8,656 40	
		$35,121 47
Fire Department—		
No. 1 Truck	$56,943 27	
No. 8 Truck	13,280 47	
No. 12 Truck	8,934 66	
No. 13 Truck	19,796 06	
No. 28 Engine	4,655 96	
No. 29 Engine	12,317 68	
No. 15 Truck	9,970 20	
No. 1 Engine	14,720 08	
No. 4 Truck	8,794 27	
		$149,412 65
Light Court, City Hall		11,722 00
Patrol stable, Frederick street		7,609 18
Centre Market		90,385 06
Workshop at Jail		28,554 63
Mount Royal Pumping Station		21,122 68
Repairs to city property consolidated		209,980 00
Total for 1907		$553,907 67

1908:

School No. 59	$6,046 55	
School No. 2	443 48	
School No. 86	192 12	
Western High School	6,833 80	
School No. 54	1,600 58	
		$15,116 53

Fire Department Houses—

No. 1 Engine	$22,875 12	
No. 34 Engine	5,048 02	
No. 4 Truck	23,405 73	
No. 7 Truck	1,939 56	
No. 13 Truck	4,290 13	
No. 15 Truck	13,893 14	
No. 16 Truck	8,141 23	
		$79,592 93
Workshop at Jail		13,658 93
City Jail addition		759 10
Quarantine Station		5,192 79
Central Police Station		15,000 00
Centre Market		9,913 02
Vault in City Hall		18,420 38
Repairs to city property consolidated		240,280 00
Total for 1908		$397,933 68

1909—

School No. 6	$19,764 12	
School No. 59	36,728 52	
School No. 51	11,381 62	
School No. 2	25,590 41	
School No. 86	52,794 25	
Polytechnic	45,932 60	
Western High School	58,581 44	
School No. 60	6,512 00	
School No. 70	32,422 70	
		$289,707 66

Fire Department Houses—		
No. 1 Engine	$203 88	
No. 34 Engine	1,996 27	
No. 36 Engine	3,043 75	
No. 37 Engine	13,897 26	
No. 38 Engine	11,063 70	
North and Fulton avenues	40 00	
No. 2 Truck	18,060 79	
No. 16 Truck	24,299 28	
Fire boat	15,288 70	
No. 14 Truck	10,989 54	
		$98,883 17
Addition to City Jail		54,131 75
Quarantine		807 21
Vault cases, City Hall		8,520 90
Repairs to city property consolidated		397,930 00
Total for 1909		$560,273 03

The totals being as follows:

For 1907	$553,907 67
For 1908	397,933 68
For 1909	560,273 03
For 1910, as seen in departmental report 1910	1,001,154 39
	$2,513,268 77

In the above are not included the amounts for:

Sewerage Pumping Station,
Public Baths, and
Comfort Stations,

which have been done under appropriations for these departments.

Among items of work done not specifically mentioned in the above, were:

Reconstructing Fulton avenue stables.
Reconstructing Richmond Market.
Reconstructing Lexington Market.
Reconstructing Belair Market.
Electric work at City Hall.
Granby street stables.
City Hall Annex No. 2.
Dome, City Hall.
Reconstruction of Broadway Market and Cross street Market.

There has also been arranged for the year 1911, in work under supervision of this office:

New improvements	$1,065,365 33
Repairs	206,500 00
	$1,271 865 33

FIRE DEPARTMENT.

Yearly Summary of the Growth and Development and Operation of the Fire Fighters from 1907 to 1910.

EDWARD M. PARRISH, President,
GILLES J. SHAW, } **Commissioners.**
A. ROSZEL CATHCART,

GEORGE W. HORTON, Chief Engineer.

JAMES B. YEAKLE, Superintendent Fire Alarm Telegraph.

P. W. WILKINSON, Secretary.

A summary of improvements accomplished in the Fire Department during the past four years is shown in the following detailed report:

1906.

The Fire Department consisted of on December 31, 1906, as follows:

29 Engine companies.
12 Truck companies.
1 Fire boat.
524 Men.
513 Fire alarm boxes.

1907.

The installation of Engine Company No. 30, Frederick road, Carroll, July 6th.

The installation of Engine Company No. 31, York road, Waverly, January 1st.

The installation of Engine Company No. 32, Gay street near Baltimore, July 1st.

The installation of Truck Company No. 13, Carey street near Lombard, December 6th.

The appointment of men and equipment purchased for Truck Company No. 15, Montford avenue and Mura street, but owing to non-completion of quarters was not placed in active service.

The number of alarms for the year, 1,533.

The personnel of the Department consisted of 577 men.

The number of fire alarm boxes in service, 549.

Cost of maintenance $722,101.86.

1908.

The installation of Engine Company No. 33, Harford avenue and Oliver street, January 1st.

The installation of Truck Company No. 15, Montford avenue and Mura street, May 12th.

The appointment of men and equipment purchased for Truck Company No. 16, Calvert and Read streets, but owing to non-completion of quarters was not placed in active service.

The installation of Truck Company No. 17, Patuxent and O'Donnell streets, January 1st.

The appointment of crews for Water Towers Nos. 1 and 2, January 1st.

The number of alarms for the year, 1,475.

The personnel of the Department consisted of 639 men.

The number of fire alarm boxes in service, 552.

Cost of maintenance, $25,612.55.

1909.

The appointment of men and equipment purchased for Engine Company No. 34, Caroline street near Gough, but owing to non-completion of quarters was not placed in active service.

The appointment of men and equipment purchased for Engine Company No. 35, in the vicinity of Light and Montgomery streets, but owing to the delay in securing ground for the location of respective quarters was not placed in active service.

The appointment of men and equipment purchased for Engine Company No. 36, Edmondson avenue and Bentalou street, but owing to the non-completion of quarters was not placed in active service.

The appointment of men and equipment purchased for Engine Company No. 37, Ridgely and West streets, but owing to non-completion of quarters was not placed in active service.

The installation of Water Towers Nos. 1 and 2, Lombard street near Howard and Gay street near Baltimore, respectively, January 1st.

The position of Deputy Chief Engineer created.

Fireman's and horse ambulances provided for.

Automobiles provided for the Chief Engineer and Deputy Chief Engineer.

The number of alarms for the year, 1,664.

The personnel of the Department consisted of 706 men.

The number of fire alarm boxes in service, 620.

Cost of maintenance, $83,297.72.

The installation of a High Pressure Service was commenced on September 16, 1909, in the territory bounded by Franklin street on the north, Gay and South streets on the east, Pratt street on the south, and Eutaw street on the west, with a site for the location of Pumping Station on South street near Pratt, with equipment to furnish 22,000 gallons of water per minute.

1910.

The installation of Engine Company No. 34, Caroline street near Gough, July 11th.

The installation of Engine Company No. 36, Edmondson avenue and Bentalou street, December 5th.

The installation of Engine Company No. 37. Ridgely and West streets, May 27th.

The installation of Engine Company No. 38, Baltimore street near Fremont, December 10th.

The installation of Engine Company No. 39, which will be the crew for new fireboat Deluge; pending construction the men have been on detail duty.

The crew for Pumping Station provided for and the men have been on duty making minor repairs to apparatus generally.

The contract was awarded for one steel fireboat named Deluge, which will be known as Engine Company No. 39, and which will be in service the early part of next year.

The Legal Department has been instructed to proceed with condemnation proceedings looking to the acquisition of property at Fulton avenue and Baker street, as a site for the location of an engine house, the appropriation for which has been provided.

The number of alarms for the year, 1,603.

The personnel of the Department consisted of 743 men.

The number of fire alarm boxes in service, 666.

Cost of maintenance, $1,350,245.06, which includes all expenses in connection with installation of the High Pressure Service, as well as amount paid on account of contract for construction of fireboat Deluge.

1911.

The improvement for 1911 contemplate placing the fireboat Deluge in active service; the completion of High Pressure Service, in its entirety; the installation of two automobile hose wagons to run in conjunction with the High Pressure Service, one located on Paca street near Fayette and one at quarters of Water Tower No. 2, Gay street near Baltimore, as well as an automobile engine with crew and full equipment to be known as Engine Company No. 40, and located at quarters of No. 12 Truck Company, Forest Park.

During the past four years at least 30 per cent. of fire alarm boxes have been placed on underground system, and at the present time nearly 60 per cent. is underground, and, it is hoped, in the near future, to have the fire alarm system, in its entirety, underground.

Needed improvements and valuable additions have been added to the Fire Department generally; it being the aim to have the service equipped with the latest fire-fighting appliances. The personnel is unexcelled and discipline excellent.

Summary.

	1906	1907	1908	1909	1910	1911
Men	524	577	639	706	743	778
Engines	29	32	33	37	38	38
Trucks	12	14	17	17	17	17
Fire boats	1	1	1	1	1	2
Water towers	..	..	..	2	2	2
Auto hose wagons	..	..	..	..	..	2
Auto engine	..	..	..	..	..	1
Automobiles—Chiefs	..	..	..	2	2	2
Fire alarm boxes	513	549	552	620	666	700
Fire alarms	1,373	1,533	1,475	1,664	1,603	..

SUPERINTENDENT OF PUBLIC BUILDINGS.

More Good, Practical, Lasting Work Accomplished by the Present Superintendent Than by Any Predecessor—Fine Net Results at Less Cost to City.

GEORGE THOMAS AMES, Superintendent.

The Mayor's office has been newly painted, and the old furniture has been entirely replaced by new; also new floor coverings, matting for summer and carpet for winter; also new electric channdeliers. The other two offices connected with the Mayor's office have also been painted and furnished with new floor covering and furniture.

The City Collector's office has been furnished with floor covering for two rooms, also new steel filing case and new curtains.

The Comptroller's office has been furnished with new floor covering.

The City Register's office has been painted and new chandelier put in, also new floor covering, and the Register's private office entirely furnished with new furniture.

The Appeal Tax Court has had a new room added to their apartment, which had to be furnished with new furniture and new desks, also floor covering.

We have remodeled the old Central Station House and have converted it into a model office building. The Commissioners for Opening Streets have removed their offices from the Hoen Building to the first floor of this building, thereby saving the city $2,000 in rental. The Electrical Commission have the second floor, and the Topographical Survey and Commissioner of Public Plans the third floor.

Four rooms in the Water Engineer's offices, also three in the Building Inspector's offices, have had new floor covering.

The Fire Alarm and Telegraph have had new floor covering, also new desks.

In the last three years the following offices have been entirely refurnished: Mayor's office, Judges of Appeal Tax Court, Collector's office, Comptroller's, City Register's, Harbor Engineer's, Collector of Water Rents and Licenses, Superintendent of Lamps and Lighting, Fire Commissioners, also Chief of the Fire Department, and Superintendent of Street Cleaning offices.

Annex No. 1, Gay Street.

Dr. Bosley's office has been painted and had new floor covering, several rooms supplied with new furniture and floor covering, also an office for Tuberculosis Nurses.

Appropriations for following years:

1908	$104,614 80
1909	92,715 00
1910	93,615 00

We have had many compliments from heads of departments about the way their wants have been attended to.

Court House.

Under the careful and attentive management of Assistant Superintendent Matthew J. Dunn, the Court House is in splendid condition. There has not been as much furniture needed as in the City Hall, as it is of a much more recent instalment.

The Record Office has been thoroughly painted and frescoed, as well as the chattel and adjoining rooms, which has added greatly to their appearance.

The new jury room has been furnished with new floor covering and furniture.

The Superior Court Room and the Juvenile Court Room were furnished with new linoleum covering.

The private office of the Sheriff was painted and frescoed, and also furnished with new floor covering.

The private office of the Clerk of the Circuit Court was painted and frescoed, and was furnished with new furniture.

The private office of the Clerk of the Circuit Court No. 2 of Baltimore City has been painted and frescoed, and also furnished with new rugs and furniture.

The private office of the Clerk of the City Court has been furnished with new floor covering and new furniture.

The marble throughout the building is in the highest state of preservation and has been commented on by out-of-town visitors.

The woodwork is also in the best possible condition, and it gives me pleasure to report the building generally to be in the best possible condition obtainable.

There has been no new improvements made in the cellar, except running repairs to maintain the system from time to time.

In the year 1910 we have had our water filters overhauled with very satisfactory results, as we now have good clear water through the building.

We have had considerable steam pipe covering done, also tops of boilers covered, which made it possible to hold court in Court Room No. 1 at large; there was a time they could not hold court in this room owing to the excessive heat, and it is now very comfortable. We have also had our Thermostat System overhauled thoroughly, which has proven very beneficial, as some parts of the building were overheated while other parts were unsatisfactory. I am pleased to state that we have no complaints whatever, and the heat system is under perfect control. I can safely say that all repairs made were absolutely necessary and the money judiciously expended, and the plant is now in first-class condition.

Improved Illumination.

The introduction of high-efficiency incandescent lamps has resulted in the saving of about 20 per cent. in the cost of illumination of the Court House, City Hall, Annexes No. 1 and No. 2. This is especially true of all continuous burning lamps, such as watchman's lights and it is intended to extend the use of the 25, 40 and 60 watt Heany Tungsten and 40 watt Tantalum lamps to every electrolier in the buildings.

Many electroliers, holding from six to eight 56 watt, 16 c. p. carbon lamps with the lights turned upward, have been altered and fitted with one 60 watt Tungsten lamp pendant, resulting in a saving of about 332 watt hours, per hour, on each electrolier.

Heretofore all minor repair work to electric fans, fixtures and elevators was done by outside mechanics, but the equipping of a repair shop with a small power lathe, a work bench and accessories, has made it possible to effect a saving of money and facilitate repairs.

The City Hall Clock.

"Lord Baltimore," the official time-keeper of the city, has cost less than $100 in the four years of this administration, aside from the services of the electrician, in contrast with the $300 yearly expenses of the clock system, as was the case in previous terms and with the exception of six break-downs of small importance and due to causes no human eye could foresee, the machinery has tolled off the hours regularly and faithfully and has deviated not more than six seconds from the correct time, slow or fast, as averaged for the whole period of four years.

To Mr. E. D. Preston and his department I feel especially indebted for their co-operation with me, and I hereby return my thanks for their prompt attention to the numerous requests made upon them.

I also hereby return my thanks to my very efficient, faithful and concientious employees for the good work done this year.

SUPERINTENDENT OF LAMPS AND LIGHTING.

Detailed Record of the Work Performed by This Department During the Four Years from 1907 to 1911.

ROBERT J. McCUEN, Superintendent.

A summary of the work performed by this department during the last four years, from January 1, 1907, until and inclusive of December 31, 1910, shows the following facts:

Street Lamps Installed.

Number of lamps of all kinds installed during the year 1907....	443
Number of lamps of all kinds installed during the year 1908....	790
Number of lamps of all kinds installed during the year 1909....	1,162
Number of lamps of all kinds installed during the year 1910....	681
Total number of lamps of all kinds installed.....	3,076

Street Lamps Discontinued.

Number of lamps of all kinds discontinued from service, 1907..	163
Number of lamps of all kinds discontinued from service, 1908..	356
Number of lamps of all kinds discontinued from service, 1909..	312
Number of lamps of all kinds discontinued from service, 1910..	484
Total number of lamps of all kinds discontinued.....	1,315

Meters Tested.

Number of gas meters inspected and tested in 1907.....	30,124
Number of gas meters inspecter and tested in 1908.....	25,047
Number of gas and electric meters inspected and tested in 1909,	23,254
Number of gas and electric meters inspected and tested in 1910,	27,732
Total number of gas and electric meters inspected and tested.....	106,157

Gas Tests.

Number of gas tests made during the year 1907	154
Number of gas tests made during the year 1908	150
Number of gas tests made during the year 1909	152
Number of gas tests made during the year 1910	154
Total number of gas tests made	610

Coal Oil Tests.

Number of coal oil samples collected and tested during year 1907,	6,200
Number of coal oil samples collected and tested during year 1908,	6,240
Number of coal oil samples collected and tested during year 1909,	5,100
Number of coal oil samples collected and tested during year 1910,	6,259
Total number of coal oil samples collected and tested	23,799

Lamps Transferred.

Number of lamps of all kinds transferred during year 1907	163
Number of lamps of all kinds transferred during year 1908	213
Number of lamps of all kinds transferred during year 1909	272
Number of lamps of all kinds transferred during year 1910	129
Total number of lamps of all kinds transferred	777

Lamps Transferred from Overhead to Underground Service.

Number of arc lamps transferred from O. H. to U. G. during year 1907	98
Number of arc lamps transferred from O. H. to U. G. during year 1908	45
Number of arc lamps transferred from O. H. to U. G. during year 1909	50
Number of arc lamps transferred from O. H. to U. G. during year 1910	50
Total number of arc lamps transferred from O. H. to U. G. service	243

Old Lamp Posts Removed.

Removal of old lamp posts during the year 1907	325
Removal of old lamp posts during the year 1908	...
Removal of old lamp posts during the year 1909	409
Removal of old lamp posts during the year 1910	...
Total number of old lamp posts removed	734

Gas Pressure Charts.

Collection of gas pressure charts during the year 1907	1,850
Collection of gas pressure charts during the year 1908	1,875
Collection of gas pressure charts during the year 1909	1,830
Collection of gas pressure charts during the year 1910	1,842
Total number of gas charts collected	7,397

Street Signs.

Number of street signs erected during the year 1907	...
Number of street signs erected during the year 1908	736
Number of street signs erected during the year 1909	1,902
Number of street signs erected during the year 1910	1,127
Total number of street signs erected	3,765

Naphtha Lamps Changed to Gas Service.

Naphtha lamps changed to gas service during the year 1907	74
Naphtha lamps changed to gas service during the year 1908	27
Naphtha lamps changed to gas service during the year 1909	71
Naphtha lamps changed to gas service during the year 1910	28
Total number of naphtha lamps changed to gas service	200

Financial Statement.

Appropriations.

Total appropriations for street lighting for the year 1907..	$278,873 61
Total appropriations for street lighting for the year 1908..	334,400 52
Total appropriations for street lighting for the year 1909..	346,734 00
Total appropriations for street lighting for the year 1910..	367,065 27
Total appropriations.....	$1,327,073 40

Expenditures.

Total expenditures for street lighting for the year 1907..	$278,349 82
Total expenditures for street lighting for the year 1908..	331,233 71
Total expenditures for street lighting for the year 1909..	339,483 33
Total expenditures for street lighting for the year 1910..	366,209 83
Total expenditures.....	$1,315,276 69

Unexpended Balances.

Balance returned, 1907.....	$523 79
Balance returned, 1908.....	3,166 81
Balance returned, 1909.....	7,250 67
Balance returned, 1910.....	855 44
Total balance returned.....	$11,796 71

Receipts.

Total receipts from all sources during the year 1907....	$3,181 06
Total receipts from all sources during the year 1908....	2,648 23
Total receipts from all sources during the year 1909....	2,644 18
Total receipts from all sources during the year 1910....	3,661 48
Total receipts.....	$12,134 95

DEPARTMENT OF LEGISLATIVE REFERENCE.

During the Past Four Years the Department Has Developed into an Agency of Great Practical Usefulness—Wide Scope of Collected Information.

J. BARRY MAHOOL,
EDGAR ALLEN POE,
IRA REMSEN,
THEO. MARBURG,
WILLIAM B. HURST,
} Commissioners.

HORACE E. FLACK, Executive.

The Department of Legislative Reference was created by an Act of the Legislature of Maryland in 1906, the department going into operation January 1, 1907. The department has been in operation, therefore, only four years, but it is but proper to add that this is the first department of its kind established in this country for cities. There have been such departments for the use of State Legislatures only, but Baltimore was the first city to establish such a department for cities. Milwaukee, Kansas City, Mo., and Minneapolis now have municipal reference departments and St. Louis, Chicago, Cleveland and other cities are considering the establishment of similar departments. The work of the department during these four years has demonstrated the fact that it has its place in the municipal government, since it performs functions which no other department is in a position to perform.

Started as a Local Pioneer.

When the department started on January 1, 1907, it had to begin work in a new field without having any model to follow or the experience of any other city on which to base its

work. During these four years, the department has collected 1,326 books and 5,517 pamphlets and in addition to these a number of duplicates of the more important reports, not to mention clippings, magazines, letters, typewritten reports, etc. In addition to the material mentioned above, there is on file in the department all bills of the Maryland Legislature for the past two sessions, as well as a number of the more important bills of other states.

Material Collected and Catalogued.

All of this material has been catalogued and filed according to subject matter. The Dewey system of classification has been followed. The key to all this material is our card catalogue, which contains over 20,000 cards. The bills of the Maryland Legislature are indexed as soon as received and as soon as one of these bills passes the Legislature and is approved or vetoed by the Governor, it is so indicated on the card so that at the close of the Legislature one can tell what bills have passed and been approved or vetoed by the Governor by consulting our catalogue. An index is also kept of the ordinances of the city. These indexes are of great value, since a reference can be obtained to any bill or ordinance at a moment's notice. Our system of classification and indexing also makes it easy to know what material is on file here as well as making it possible to find the material without delay. Most of the material collected has cost very little and there is no question but that it is worth many times what it cost.

Frequently Consulted.

The department has been consulted by members of the City Council, city officials, members of the State Legislature, State officials, and the public generally. The press has also made considerable use of the department. Since its establishment, there has been a very gratifying increase in the requests made upon the department for information.

One of the chief advantages in having a department of this kind is the fact that reports, documents, pamphlets, etc., are secured which would soon become exhausted. Some of the most valuable material soon disappears unless collected and filed. Another great advantage is that much material is already collected which can be used by any individual or commission without the delay necessary to secure it. This was demonstrated in the case of the Tax Commission and the Charter Commission, which have been appointed since the establishment of this department.

Important Compilations Made.

The department has not confined itself to the collection of material and information, but in a number of cases compilations have been prepared from the material thus collected; for example, compilations have been made showing the method of apportionment of representatives in State Legislatures, civil service laws, tax discounts, boards and commissions, purchasing departments, paving, gas (rates, dividends, etc.), licenses (mercantile, liquor, etc.), muzzling of dogs, cigarettes, printing of bills, legislative expenditures, inheritance tax, and a number of others.

Operated At Small Cost.

The annual cost of maintaining the department is but little more than $3,000, and if the value of the material collected each year be taken into consideration, the cost would be reduced very materially. It is not possible to estimate the value of the services rendered by the department since the information collected is for the use of other officials and departments, but there is no doubt that the expense of maintaining the department has been more than justified by the results thus far obtained and the value of the department will increase each year.

Scope of Collected Information.

The following list will give some idea of the kind of material which is on file, though this list is by no means exhaustive:

Armories.
Automobiles.
Agriculture.
Apportionment of representation.
Banking laws.
Banking reports.
Bastardy laws.
Building laws.
Billboards.
Blind.
Boards and commissions.
Carriage regulations.
Corrupt practices.
Corporation laws.
Commission government.
Civil service.
Constitutions.
Charter revision.
Cigarettes.
Capitol buildings.
City planning.
Cocaine.
Child labor.
Convict labor.
Charters.
Charities.
Cold storage.
Cost of living.
Dangerous trades.
Depository laws.
Divorce laws.
Dogs.
Election laws.
Electric lighting rates.
Elevators.
Electric signs.
Electrocution.
Express companies.
Employment bureaus.
Employers' liability.
Franchises.
Financial reports of States.
Financial reports of cities.
Filtration.
Fire departments.
Fire gongs.
Food laws.
Flies.
Forestry.
Factory inspection.
Guarantee of bank deposits.
Garbage.
Grade crossings.
Gas rates.
Grain inspection.
Game and fish laws.
Governors' messages.
Home rule.
Hospitals.
Housing problems.
Harbors.
House numbering.
Hours of labor.
Immigration.
Illiteracy.
Income tax.
Inheritance tax.
Indeterminate sentence.
Industrial education.
Insurance.
Insurance of State buildings.
Insanity.
Injunctions.
Irrigation and drainage.

Initiative and referendum.
Juvenile courts.
Jury commissioners.
Libraries.
Legislative expenses.
Licenses—Mercantile.
Licenses —Slot machines.
Laws of States.
Lobbying.
Labor laws and reports.
Liquor problem.
Municipal ownership.
Municipal lighting—Reports.
Municipal lighting—Rates.
Municipal courts.
Mayors' messages.
Mosquitoes.
Monopolies.
Meter inspection.
Meat.
Markets.
Milk inspection.
Mining laws.
Mining accidents.
Municipalities (General).
Maryland Legislature—Clippings and bills.
Natural resources.
Negro suffrage.
Negro segregation.
Oil inspection.
Oysters.
Old age pensions.
Ordinances.
Printing of bills.
Popular election of Senators.
Primary elections.
Paving—Asphalt on cobbles.
Paving—Special assessments.
Public comfort stations.
Prisons.
Probation.
Parole.
Pollution of water.
Police uniforms.
Police departments.
Pupils—Medical inspection.
Pupils—Industrial training.
Pupils—Compulsory attendance.
Plumbing.
Proportional representation.
Public service commissions.
Parks.
Playgrounds.
Public baths.
Parcels post.
Postals savings bank.
Public utilities.
Public health—Laws.
Public health—Reports.
Revenue laws.
Rats.
Railroads—Reports.
Railroads—Laws.
Railroads—Maps.
Railroads—Rates.
Railroads—Regulations.
Railroads—Terminal facilities.
Roads.
Salaries and fees.
State constitutions.
Street paving.
Special legislation.
Socialism.
Switching charges.
Street cleaning.
Street traffic.
Street names.
School laws.
School buildings.
School reports.
Schools—Baths.
Sewerage.
Street railways.
Street railways—Fares.
Street railways—Car stops.

Street railways—Fenders.
Street railways—Franchise.
Street railways—Paving.
Stables—Regulations.
Smoke.
Tax reports.
Taxation—Equalization.
Taxation—Collection.
Taxation—Penalties.
Taxation—Personal property.
Taxation—Discounts.
Taxation of franchises.
Taxation of railroads.
Taxation of manufactures.
Taxation of corporations.
Taxation of municipal bonds.
Tariff.
Teachers' pensions.
Teachers' salaries.
Trade and commerce.
Trades' licenses.
Telephones and telegraphs.
Torrens system of land registration.
Tuberculosis.
Uniform accounting.
Union stations.
Vocational education.
Vital statistics.
Water rates.
Water departments.
Waterways.
Weapons—Carrying and sale.
Weights and measures.
Wharfage.
Woman suffrage.

SEWERAGE COMMISSION.

General Picture, Showing the Wide Scope of Work Done During the Past Four Years, and Its Practical Effect, So Far, to the City at Large.

PETER LEARY, JR., Chairman,
J. BARRY MAHOOL,
WILLIAM D. PLATT,
MORRIS WHITRIDGE,
IRA REMSEN,
CHARLES ENGLAND,
J. EDWARD MOHLER,
} Commission.

CALVIN W. HENDRICK, Chief Engineer.

A little over four years ago the actual construction work on the sewerage system began. Within that time, the following items have been completed:

The great outfall sewer, extends from Back River to the intersection of the high level interceptor and the force-main sewer at Chase and Durham streets, a distance of about six miles.

This great sewer was inspected by the Commission riding through it in an automobile, accompanied by the Governor, the Mayor, both Branches of the City Council, prominent citizens, engineers and contractors filling fifteen other automobiles.

The 75-inch Jones Falls Sanitary Interceptor, extending from Clifton Place and Eager street, northerly to a point just south of North avenue.

The 99-inch force-main sewer, extending from Chase and Durham streets, southerly to Bond and Fayette streets.

Two 42-inch cast-iron force-mains, extending from Bond

and Fayette streets to the Pumping Station at Eastern and East Falls avenues.

The 60-inch east low-level interceptor, extending from Boston street and Montford avenue to the Pumping Station.

The 84-inch west low-level interceptor, extending from the Pumping Station to Warner and Alluvion streets.

The Pumping Station, one of the largest and handsomest in the country, is almost completed, the roof being practically on, and the installation of the machinery begun.

Three enormous pumps 48½ feet in height have been designed and constructed, ready for installation.

Disposal Plant in Northwest Section.

In the northwestern section of the city we have constructed a disposal plant, which is a minature of the Back River plant, and a system of trunk sanitary sewers for taking care of the sewage from a large territory, (in which the sanitary conditions were such as to prevent the development of the section and were the cause of many pending lawsuits against the city). The installation of this system of sewers and disposal plant has been completed, and will permit this section to be developed at once, greatly increasing the taxable basis, and also disposes of the threatened lawsuits.

Effect of Storm Water Drains.

The storm-water drains constructed by the Sewerage Commission throughout the city have been of great value in relieving flood conditions and lawsuits in various parts of the city, and increasing the taxable value of property millions of dollars.

The constantly flooded section around Saratoga and Harrison streets has been relieved by the completion of the Saratoga-Harrison Street Drain, cutting off all the drains entering the Falls from this low territory. Letters from merchants in this section of the city expressing their great satisfaction,

speak for themselves. The letters are from Leonhardt Wagon Co., John C. Scherer Co., Samuel W. Regester, Jeffrey Cigar Co., and D. Goldstein.

Total Length of Drains and Sewers.

The total length of drains, sewers and house-connections completed is about 139 miles, with 21 miles contracted for, still under construction, making a total of 160 miles completed and under contract to the end of 1910.

Effect of Present Completed Work.

The completed outfall sewer, the big interceptors, and the Pumping Station, are constructed to take care of the entire city. Only a sufficient number of units of the Disposal Plant have been constructed out of the present loan, as will take care of that portion of the city, which the present loan will sewer, namely, about 275,000 people. The construction work has been so laid out, that by the laying of laterals throughout the eastern section of the city along the high-level interceptor, which flows to the Disposal Plant by gravity, these units can be put into commission about the middle of the year 1911, without waiting for the entire city to be sewered. This will allow the use of the plant much sooner than expected. The balance of the houses throughout the city will be connected up as the big interceptors and lateral sewers are extended.

Money Expended.

The total amount under contract and expended to December 31, 1910, is about $8,250,000. The discount on the stock sold to date amounts to $516,529.83.

Letter from Grand Jury.

GRAND JURY ROOM,

CRIMINAL COURT OF BALTIMORE,

BALTIMORE, January 4, 1911.

E. EDMUNDS FOSTER, ESQ.,

Foreman of the Grand Jury,
September Term, 1910.

SIR—About the time that this September term—1910—of the Graind Jury of Baltimore City, convened, there existed a certain condition that seemed to demand an investigation by your Sanitary Committee. During the heated term of the summer months, and especially toward the end of that period, the bad odors from the harbor were most persistent. Inquiries were made of the Health Department about this seeming nuisance and we were told that conditions were not as bad as would be supposed. In fact, the intensity of these odors was but an index of a beneficial decomposition that relieved the danger to the health of the city, rather than otherwise, and it was suggested that even this disagreeable feature of odor would be relieved in the near future. This inquiry brought to our attention certain details of the new sewerage system that was being built, and naturally led to a desire to investigate this work. We let it be known that an inspection would be agreeable to this Grand Jury, and the Sewerage Commission willingly entertained the idea. The Commission placed everything at our convenience, and the work proved not only interesting, but profitable. Few of us had realized the magnitude of this undertaking, and what had so far been accomplished. The simplicity of the system, itself, and the approximation to nature's own methods in the disposal and purification of the sewerage of a large city like Baltimore, was a revelation. The big engineering task that was being accomplished and yet the very evident economy that was being practiced without detriment to any detail, was

remarkable, and we feel proud to think that when the work is finished, Baltimore will have a sewerage system that will be a criterion for every other city in the world. As a scientific proposition, it is evident, and the work has not only been carefully planned, but excellently executed. We are pleased to give our earnest approval.

We understand that another loan of $10,000,000 will be asked at the coming spring election. We are sure that the citizens of Baltimore will see that this loan is enacted. To stop the work on this system would be a great error and a blot to our city. Any disorganization of the present force would be a serious inconvenience in the ultimate accomplishment of the task, and a failure to provide the loan would be an almost criminal neglect.

The Chief Engineer seems to be not only a man of great capacity, but his knowledge of details, and his plans for a system that will take care of the sewerage problem for the whole city, would justify any endorsement that we could make of him.

The character of the Commission, itself, and the earnest harmony that exists between the individual commissioners and the responsible head of the enterprise, pursuades us that when the work is finally done the people of Baltimore will be satisfied.

Respectfully submitted,

(Signed:) James E. Hancock,
(Signed): Charles D. Reid,
(Signed): S. H. Foxwell,
(Signed): Walter P. Wright,
(Signed): S. I. Hamburger,

Committee.

FREE PUBLIC BATHS COMMISSION.

Tremendous Growth in Popularity of the Baths as Shown by the Remarkable Increase in the General Patronage.

EUGENE LEVERING, Chairman.
WILLIAM H. MORRISS, Treasurer,
MARY SHERWOOD, M. D.
JOSEPH E. GICHNER, M. D.
WILLIAM A. EISENBRANDT,
OREGON M. DENNIS,
A. C. HUTHWELKER,
} Commission.

THOMAS M. BEADENKOFF, Secretary.

The growth of our work from year to year since 1907 is seen from the following statistical table:

	1907	1908	1909	1910	Totals.
Bathing Stations.....	8	8	10	13	13
Patronage Bathers.....	499.798	590,261	625,586	757,174	2,476,819
Public Comfort Station	0	1	1	1	1
Patronage Public Comfort Station.....	0	230,005	359,625	421,974	1,011,604
Receipts from fees....	$11,301	$13,109	$13,501	$14,996	$52,907
Net Expense.....	$22,297	$34,403	$40,139	$39,100	$135,939
Per capita cost of patron.....	4 4-10c.	4 1-10c.	4c.	3 3-10c.	3 9-10c.

It will be seen that in 1910, the total patronage of our baths and comfort station is more than double that of 1907; while the total number of stations has grown from 8 in 1907 to 14 in 1910.

Happily, the expenses of maintenance have not proportionately increased, and the per capita cost per patron is being gradually reduced, while there has been but a small increase in net expenses.

The striking features of our work during these four years may be cited as follows:

Patterson Park Swimming Pool.

In 1907 the swimming pool at Patterson Park was enlarged to accommodate the increasing patronage there, and now the lake is probably the largest artificial swimming pool in the United States.

It has an area of 3¼ acres, and contains about 5,000,000 gallons of water.

Public Comfort Station.

In May, 1908, the fine Public Comfort Station at Market Place and Lombard street, erected at a cost of $15,000, was opened to the public, and proved an immediate success; in the first eight months of its opening 225,000 persons used it.

Portable Baths.

In August, 1908, the Commission opened a portable shower bath in a little tent at Eastern avenue and Bond street, and it proved an immediate success.

Since then these little movable houses have become well known in various cities of this country; inquiries about them have come from cities, here and abroad, and they have shown their value for camps, playgrounds, and smaller cities which cannot construct expensive baths.

Illustrated Lectures on Baths

In the campaign for the water loans in 1908, the Bath

Commission took an active part, and many illustrated lectures were delivered.

Later, many similar lectures have been delivered before various improvement and neighborhood associations. These lectures have emphasized the importance of bathing and public hygiene.

Features of 1910.

The three chief features of our work in 1910 are:

1. Gift of $30,000 by Mr. Henry Walters for the erection of Walters Baths No. 4, in South Baltimore.

2. Purchase of lot, and plans for erection of Greenmount Avenue Baths, at Greenmount avenue and Monument street; house to cost $35,000.

3. The Hampden-Woodberry Neighborhood House, containing shower baths, under charge of Public Bath Commission, to open April 1, 1911.

ARCHITECTURAL COMMISSION.

Has Proved Itself of Great Practical Service in Promoting Artistic Building Operations of the Municipality.

As the formation of an Architectural Commission to arrange for and decide the character of municipal buildings was started under your administration, we would place before you what has been done up to the beginning of the year 1911.

The ordinance went into effect October 15, 1907, and provided for a commission of three, the appointees being:

Mr. Frank N. Hoen,
Mr. Henry Adams,
Dr. Joseph S. Ames.

In this ordinance there was required of this commission the passing upon designs submitted in competition for the various buildings proposed to be erected by the city, after competitive drawings and data had been received by the Inspector of Buildings in accordance with the requirements of the ordinance.

The designs selected in competition and approved by the above commission were:

School at Forest Park.....Simonson & Pietsch, Architects.
No. 1 Engine House.....Simonson & Pietsch, Architects.
Baltimore City Jail.....Theodore W. Pietsch, Architect.
No. 59 School.....Otto G. Simonson, Architect.
No. 86 School.....Theodore W. Pietsch, Architect.

On July 9, 1908, the then existing ordinance was repealed and reordained to more clearly define the powers of the commission; the manner of receiving competitive designs remaining as before and the following drawings and data were approved:

No. 16 Truck House.....Mottu & White, Architects.

After the commission had been in existence about eighteen months it became necessary to give greater powers to the commission by which they would be enabled to have drawings prepared either by competition or direct commission; and an ordinance repealing the last one and reordaining the same with amendments was approved January 25, 1909; this ordinance increased the commission to six members, namely:

Hon J. Barry Mahool, Mayor,
Harry F. Hooper, Esq., City Comptroller,
Edward D. Preston, Esq., Inspector of Buildings,
Frank N. Hoen, Esq.,
Dr. Joseph S. Ames, Esq.,
Henry Adams, Esq., (resigned),
Ernst Schmeisser, Esq., appointed March 14, 1910,

with the addition of the head of the department for whose use the improvement was to be made, making seven members

in all. Under this last ordinance the commission was organized with Frank N. Hoen as chairman, and Edward D. Preston as secretary; and have commissioned architects and had drawings and specifications made and approved as follows:

Building.	Architect
No. 51 School, Carroll and Windemere ave.	Baldwin & Pennington
Western High School addition	Wyatt & Nolting
No. 60 School, Francis and Clifton, addition	Archer & Allen
Ward Building "A" Bay View	Parker, Thomas & Rice
No. 2 Truck House, Paca street	J. E. Lafferty
No. 41 Truck House, Gorsuch avenue	C. M. Anderson
Engine House, South Caroline street	Chas. E. Cassell
Engine House, Edmondson ave. & Bentalou st.	Ellicott & Emmart.
Engine House, Russell and Wests sts.	Paul Emmart
Addition to No. 1 Truck House, Gay st.	Inspector of Buildings.
Pipe Line Pumping Station, South st.	D. B. Banks
Fireboat Station Pier No. 7	Inspector of Buildings.
Field House, Patterson Park	Wyatt & Nolting
Mansion House, Carroll Park	Wyatt & Nolting
Polytechnic Institute	Baldwin & Pennington
No. 38 Engine House, Baltimore nr. Fremont	Owens & Sisco
No. 2 School, Little Gough and Stiles sts.	Otto G. Simonson
No. 6 School, South Ann st.	Alfred C. Leach
No. 70 School, William and Warren sts.	Edw. H. Glidden

It would not be right in making this report without saying to you that after careful inspection by some members of this commission of the Fire Department houses in a number of the larger cities of this country, we find that our Fire Department houses as erected under your administration are not excelled by any seen in this country, our buildings and house equipment are in a class by themselves.

We would recommend that, as far as possible, all school buildings hereafter erected, be placed upon large lots, where ample space for light and ventilation will surround them and, as far as possible, the large class of buildings be constructed instead of small school houses. We consider in recommending this, that better effect can be had from a standpoint from which

this commission is to act and the city beautified, as well as the beneficial conditions in the uses thereof.

In conclusion we desire to state, our commission has without exception passed upon all matters coming before it officially within twenty-four hours after its receipt.

WATER DEPARTMENT.

Laid Nearly Sixty Miles of Pipe—Developed Other Big Propositions of Great Value to Public.

ALFRED M. QUICK, President.
RICHARD BERNARD,
CHARLES T. MITCHELL,
J. HENRY STROHMEYER,
ISAAC S. FIELD,
} Water Board.

We secured from the State Legislature an enabling Act authorizing the city to issue a $5,000,000 loan for constructing a large impounding reservoir in the Gunpowder River Valley and for other improvements in our water supply system. We submitted the loan to the voters of the city and it was approved. Two eminent expert engineers, Messrs. John R. Freeman and Frederic P. Stearns, were engaged to investigate all possible schemes for improving the water supply. After a year of investigation, experiment, and study, aided by two other experts, Messrs. Allen Hazen and George C. Whipple, they endorsed our plans for the large impounding reservoir and recommended a complete and comprehensive plan for enlarging and improving our water supply, including the clarification and filtration of the water. The Water Board authorized the immediate construction of the impounding reservoir dam and the filter plant according to the experts'

recommendation. An experimental filter plant has been built. Surveys, tests, and borings have been made, and some of the land needed has been bought. General plans for the new dam and filter plant are prepared and contracts for construction will soon be let.

High Service Reservoir.

A site for the new High Service Reservoir was bought by a commission of which your Honor was a member. The construction of the reservoir was commenced in July, 1908, and completed in November, 1910. In addition to building a 200,000,000 gallon reservoir, in connection with it we built about 2,000 feet of large diversion sewer, opened and graded about one-half mile of city streets and about one mile of park roads and paths, and graded and parked about nine acres of park land.

New Foundations at Mount Royal Pumping Station.

We rebuilt the entire foundations under Mount Royal Pumping Station which were originally built in 1898 in a very defective manner.

Roland Avenue Standpipe.

We graded the grounds around our Roland Avenue Standpipe; built roads, paths, steps, cement sidewalks, coping, and pool, and an ornamental masonry rear wall with iron gates.

Addition to Stable.

We built a large addition to our stable and carriage shed at Gay Street yard to house six additional horses and wagons.

Construction Division Remodeled.

We completely remodeled the Old City Hall, which is the headquarters of our Construction Division, making it a modern building internally in every respect, with modern heating and

plumbing equipment, electric lights, fire-proof vault, separate fire-proof oil house, stable for emergency horse and wagon, dormitory for night emergency gang, modern furniture, filing cases, and stock room fixtures, etc.

Nearly Sixty Miles of Pipe Laid.

We laid 59 miles of pipe of all sizes, installed 11,757 domestic services, 98 fire services, and 1,285 meters. We have made in our shops 3,101 valves and 769 fire hydrants.

We secured the abatement of 217 cases of pollution in the drainage area of our sources of supply.

SUPERVISORS OF CITY CHARITIES.

Magnificent Success During Past Four Years in Developing Operations of this Department to a Point of Exceptional Efficiency—Big Expenditures to Improve Bay View.

DR. J. HALL PLEASANTS, President,
MRS. MARY K. MILLER,
JAMES M. AMBLER,
JOHN BLACK,
DR. CARY B. GAMBLE, JR.,
DANIEL GREENBAUM,
ELISHA H. PERKINS,
JAMES R. WHEELER,
DR. J. WHITRIDGE WILLIAMS,
} Supervisors.

NATHANIEL G. GRASTY, Secretary.

The work of the past four years has marked the inauguration of a new era in the development of the city institutions at Bay View under the charge of the Supervisors of City Charities.

To this Board is entrusted the direct management of Bay View with its almshouse and its hospitals for general

chronic deseases, for the insane, and for the tuberculous, with a total population of over 1,600 inmates. Upon this same Board likewise devolves the placing and supervision of the indigent sick in the various private hospitals and dispensaries with which the city contracts, the supervision of the indigent insane in private and public hospitals for the insane, and the placing and supervision of destitute and neglected children in various institutions and private homes. The Supervisors of City Charities also maintain medical agencies or dispensaries for the poor in those sections of the city where private dispensaries do not exist. To the Supervisors are also entrusted the temporary care of homeless men and the transportation of destitute outsiders to their homes.

Since the adoption of the present City Charter twelve years ago, the relations of the city to its indigent sick and insane and to its dependent children has been placed upon an economical and scientific basis, largely through the inspiration of Jeffrey F. Brackett and John M. Glenn, former presidents of the Board and sociologists of national reputation, and it is believed that the high standards set by them have been maintained during the past four years.

Big Improvements at Bay View.

In the matter of the various city institutions at Bay View, however, the hands of the Board of Charities were tied until recently, by failure of the city government to provide sufficient funds for improvements imperatively needed there.

During the present administration this ploicy has been entirely changed and *in the past four years more money has been appropriated for the improvement of Bay View than in the preceeding forty years which had elapsed since the institution was moved to its present site.*

The present institutional buildings at Bay View were originally built for a city of 250,000 inhabitants and for an institution which was intended both for a work-house and an alms-

house. In the course of time the work-house department has been eliminated and at present the institution is entirely devoted to the care of about 850 aged and infirm, and is called on to provide hospital facilities for 450 insane, 225 sufferers from general chronic diseases and 160 cases of tuberculosis. It is thus seen that Bay View cares for a class of persons deserving the best attention which the city can give.

It is perfectly obvious, therefore, that buildings constructed nearly forty-five years ago, largely for other purposes than those for which they are now used, and for a city with less than half the present population of Baltimore, are totally inadequate to the needs of today. The over-crowding has been deplorable, especially in the almshouse and insane department. The heating plant was antiquated and inadequate. The few improvements and additions which have been made in the past thirty years have been generally done in a haphazard way and without regard to the future growth of the institution. The building for the female insane erected in 1881 showed such signs of weakness a few years ago that it was condemned by the Building Inspector.

Four years ago, shortly before the retirement of Mr. John M. Glenn, as president, the Board of Charities appointed a commission of experts to make a thorough study of conditions at Bay View and to outline a broad scheme for its future development. This committee handed in a thorough report which was approved by the Board and the entire matter was put before the Mayor and other members of the Board of Estimates, who, after several personal investigations, promised their hearty support in helping the Board to carry out the much needed improvement of the entire city plant at Bay View. Messrs. Parker & Thomas, architects, were selected by the Architectural Commission to assist the Supervisors of City Charities in working out the details of this scheme, an outline of which will be found in the annual report of the Supervisors for 1907, and by liberal appropriations the city has now

embarked upon a comprehensive plan of improvement. For new improvements there was appropriated in the budget for 1908, $14,320.61, for 1909 $83,000, for 1910 $112,000, and for 1911 $146,500, or a *total of* $355,820.61 *for the past four years.*

Tuberculosis Hospital.

With these appropriations there has been constructed an addition to the Tuberculosis Hospital at a cost of about $20,000 which has increased the capacity of this building from 100 to 160 beds. One hundred and sixty thousand dollars has been expended for the erection of a magnificent new hospital for chronic cases with 160 beds, which will relieve the over-crowded conditions in the almshouse to this extent. This building is said by experts to be the equal of any municipal hospital in the United States and to have been erected at a remarkably low cost. It is designed to be the first unit of the new city hospital called for in the general scheme of development.

Effect of Power Plant.

A new power plant with nearly a half mile of concrete tunnels leading to the several buildings and designed not only to furnish heat and light to Bay View proper, but also to the Sydenham Hospital for infectious diseases under the control of the Health Department, which has heretofore had a separate plant, is now under construction. This power house is so situated in a ravine to the north of the institution as to permit the construction of a siding from the Pennsylvania Railroad, which will result in an annual reduction of about $2,500 in the cost of the transportation of coal and other supplies for the institution. The cost of this power plant will be about $125,000 and has been designed with a view to the future development of the city's institutions at Bay View.

Handling Water Supply.

Over $30,000 has been appropriated for increasing the water supply of the institution by the construction of a new reservoir and water tower.

Purchase of Needed Land.

An appropriation has also been made for the purchase of additional land much needed for institutional growth and for better protection.

Co-Operation of City Administration.

These are the most important features of the scheme of development which have already been completed or are now actually under way. The spirit with which the needs of the situation have been met by the present administration during the past four years, has been most gratifying to the Supervisors of City Charities entrusted with the care of Bay View, and shows a striking advance in the attitude of the city authorities as shown by these liberal appropriations.

Patients in Various Institutions.

Our relations with the twenty-nine institutions with which the city contracts through the Supervisors of City Charities have been most satisfactory. In the case of the sixteen hospitals and dispensaries receiving city patients, many improvements in the buildings and facilities for the care of the city charges have been brought about through the influence of this Department. We feel that in every respect, there has been a marked improvement in the care of the city patients in these private institutions in the past few years.

Taking Care of Dependent Children.

In the matter of dependent children the Supervisors are able to report a gratifying change for the better, which has

been gradually developing. Notwithstanding the increase in the population of this city, there has been a steady and rapid decrease in the number of city charges which are being paid for in the institutions with which the city contracts. This is due to the increasing number of dependent children which are being placed in private homes, offering the best individual care and the greatest opportunities for the development of the child. These children are under strict supervision of the agents of this department and are visited at regular intervals, and their interests most carefully looked after.

Lower Cost of Handling Insane.

The Legislature of 1910 passed an Act providing for the care of the insane by the State. The Supervisors for several years have labored incessantly for the passage of such a law and were greatly gratified at its adoption. Under this Act, the city pays $100 per capita annually to the State for the care of its indigent insane now in the State institutions, and the State obligates itself as soon as practical, to take charge of all the indigent insane within its border. Under the old law, the city paid into the State treasury $150 a year per capita for each of the city charges in State institutions, while under the State Care Act, there will be a saving to the city at once of $50 a year upon each of the 900 insane now cared for in the State institutions.

Cash Returns to City.

There has also been a steady increase in the amount turned over into the city treasury through the Supervisors of City Charities by the collection of a portion of the cost of maintenance of the insane from relatives who are able to contribute something towards their support. From the "reimbursing insane" there was thus collected in 1910 over $20,000.

Over Seven Hundred and Sixty Thousand Feet of Duct Space Rented, Netting Over Three Hundred and Fifty Thousand Dollars in Revenue.

During the past four years, there have been added to the underground conduit system previously constructed, a total of 3,239,990.10 duct feet of conduit at a cost of $972,489.16. The total duct feet laid each year, with the cost thereof, is as follows:

Year.	Duct Feet.	Cost.
1907	550,346.30	$225,748 82
1908	758,384.50	192,256 79
1909	887,842.40	231,496 47
1910	1,043,335.90	322,987 08
	3,239,990.10	$972,489 16

Cost of Operating and Maintenance.

The cost of operating and maintaining the entire conduit system during the past four years is as follows:

Year.	Operating and Maintenance.
1907	$8,537 15
1908	8,695 56
1909	8,781 56
1910	8,589 42
Total	$34,603 72

Money Provided by Loans.

The Electrical Commission has been working under three appropriations of one million dollars ($1,000,000) each, there

being an unexpended balance on December 31, 1910, of $449,-868.26. Besides this the Commission has on hand at its store-yard, material and tools valued at $41,351.57.

The distribution of electric wires in practically the whole business or "congested" district of the city is now entirely underground; that is, each house has a separate underground connection provided for electric service. This same system is being followed on business streets leading away from the congested district, and at the present time there have been connected underground 7,140 buildings.

In extending the conduit system it has been the practice to divide the city into districts, and as soon as the conduits are constructed in one district, the several companies operating overhead wires are notified to remove both wires and poles in the district within five months from the date of the notice.

Over Three Hundred Blocks Relieved.

It will be seen that the dangerous and unsightly overhead wires have been removed from 324 city blocks, which cover 25.86 miles of street.

All Poles in Alleys.

In certain districts where buildings requiring electric service are scattered, a system known as "alley distribution" has been adopted; that is, the poles and overhead wires left standing are confined entirely to the alleys, and where the wires formerly crossed the streets overhead, underground conduits are built under these streets, and the wires are placed underground so that although the wires are left overhead in the alleys, the streets are clear of both poles and wires and the buildings are fed from the poles left standing in the alleys.

Cables Now in Conduits.

There has been drawn into the underground conduit system, 2,302,384.10 feet of cables, of which 102,581.16 feet was

installed by the Police and Fire Alarm Telegraph, Municipal Government, and other cables from which the city derives no rental. The duct space leased during the past four years is as follows:

Year.	Duct Space Leased.
1907	259,386.50
1908	71,483.26
1909	100,285.58
1910	335,063.90
Total	766,219.24

Rentals Collected.

Prior to January 1, 1907, there was collected a total duct rental of $196,456.81. The collections since that time are as follows:

Year.	Rentals Collected.
1907	$80,445 03
1908	87,397 33
1909	91,871 36
1910	96,857 91
Total	$356,571 63

This makes the total rentals collected to December 31, 1910, of $553,028.44.

McCall's Ferry Lines.

During the year 1910, the cables transmitting electric current from the Pennsylvania Power Company's plant at McCall's Ferry, to the Consolidated Gas Electric Light and Power Company, were installed in the underground conduit system, and are now in operation. These cables enter the city at the eastern city limits of the Philadelphia road.

Working for Cement Sidewalks.

As much of the work of the Commission is constructed under the sidewalks of the city, the repaving of brick sidewalks, and especially the maintaining of the same, grew to be quite an item in the cost of the work. To reduce this expense as much as possible, and to add to the aesthetic features of the city, certain inducements have been made to the abutting property owners to have sidewalks repaved with cement instead of brick, for the reason that although the initial cost is slightly in excess of that of a brick sidewalk, the maintenance cost is reduced to practically nothing, and the difference in the cost is more than overcome in a year's time. The inducements offered the property owners are that when a sidewalk is repaved, after having been torn up by this department, the property owner is allowed an amount not to exceed fifteen cents per square foot for the proportion of his sidewalk torn up, towards the relaying of the cement sidewalk. These cement sidewalks are laid by outside contractors and they assume all responsibility for keeping them in repair. In this connection I might say that in the year 1910 three hundred and ninety (390) brick sidewalks were replaced with cement.

COMMISSIONERS FOR OPENING STREETS.

About Twenty-five Miles of Paving Have Been Laid, With Large Consequent Tax Benefits to the City Treasury— Many New Streets Opened.

JAMES H. SMITH,
BUSHROD M. WATTS,
HENRY F. NEW,
} **Commissioners.**

During the four and one-half years of the Annex Loan work, we have improved eighty-five (85) streets in the Annex, equivalent to a total of 26.576 miles of street 40 feet wide, built 248,131.2 feet of curb, moved 462,966.3 cubic yards of grading, laid 565,202.2 square yards of paving and reduced the area of cobble paving by 148,212.0 square yards, equivalent to 6.314 miles of street 40 feet wide. The amount of each kind of pavement laid is shown as follows:

	Square Yards	Miles of Street 40 feet wide.
Granite block	126,750.4	5.512
Vitrified brick	104,255.2	4.451
Sheet asphalt	110,992.2	4.739
Bitulithic	193,771.2	8.274
Asphalt block	7,081.0	.302
Filbertine	2,131.8	.091
Macadam	19,928.6	.851

We have laid 26,280.0 linear feet of stone gutters, built the necessary storm-water drainage, extended arches over streams and are building a steel bridge encased in concrete, over the Western Maryland Tidewater Railroad, on Poplar Grove street.

All the work has been planned to connect up with paved streets in the old city, which are the main thoroughfares lead-

ing to the business center of the city, and will afford smooth driveways from one end of the city to the other.

Engineering Cost Very Low.

The engineering cost to supervise the work, including inspectors, supplies, etc., has been 2.7 per cent., which we consider a very low cost and one that will compare favorably with the engineering cost on any large construction work, either public or private.

Streets Deeded to the City.

Since May, 1906, the following streets have been acquired by the city:

Abell street, from Thirty-first street to Merryman's lane.
Catherine street, from Baltimore street to Lombard street.
Thirty-first street, from Charles street to St. Paul street.
Whiteford street, from Frederick road to Old Frederick road.
Belle and Kate avenues, from Garrison avenue to Park Heights avenue.
Callow avenue, from North avenue to Whitelock street.
Bolton street, from North avenue to Reservoir street.
Bolton avenue, from Whitelock street to Ducatel street.
Lennox street, from Bolton street to Park avenue.
Robert avenue, from Whitelock street to Druid Hill Park.
Reservoir street, from Bolton avenue to Park avenue.
Parkwood avenue, Ruskin avenue and two twenty-foot alleys and seven ten-foot alleys, adjoining.
Monroe street, from North avenue to line of Baker estate.
Twenty-second street, from Hillen to Harford roads.
Windsor avenue from Tenth to Twelfth streets.
Payson street, from Windsor Mill road to Baker street.
Gertrude street, from Presbury street to Westwood avenue.
Brunswick street, from Wilkens avenue to southern city limits.
Thirty-fifth street, from Greenmount avenue to Old York road.
Auchentoroly Terrace, from Orem lane to Reisterstown road.
Orem avenue, from Auchentoroly Terrace to Reisterstown road.
Hilton street, from North avenue to Morris avenue.
Twenty-sixth street, from Eastern avenue to Gough street.
Bentalou street, from north side of Baltimore street to the north side of Fayette street.
Remington avenue, from Twenty-ninth street to Thirtieth street.

Streets in Process of Opening or Closing.

	FEET.
Apple, or Jew alley, from Monument streeet to Old Joppa road, closing	100.
Thirty-third street, from Charles street to Hillen road	7,920.
Baltimore street, from Garrison lane to Old Frederick road	5,700.
Reisterstown road, from Fulton avenue to city limits	12,250.
Old Joppa road, from Harford road to Jew alley, closing	100.
Ten foot alley, from Hillen street to Jew alley, closing	100.
Sterrett alley and 9-foot alley, from Hamburg to Cross streets,	355.
Baker street, from old city line to Hilton street	6,060.
The Alameda, from Thirty-third street to Harford road	3,950.
Windsor Mill road, from Payson street to Bloomingdale road, closing	4,400.
Courtney street, from Monument to Falls street, closing	130.
Twenty-fifth street, from Greenmount avenue to Harford road	4,000.
Homestead street, from York road to Tinges lane	300.
Homestead street, from Tyler street to Harford road	1,800.
Twenty-sixth street, from Huntingdon avenue to Hampden avenue	350.
Twenty-seventh street, from Huntingdon avenue to Oak street	550.
Oak street (Ash avenue), from University Parkway to Forrest avenue	1,530.
Saratoga street, from Holliday to Gay streets	330.
Slingluff avenue, from North avenue to Beech avenue, closing,	1,920.
Thirty-fourth street, from Greenmount avenue to Tinges lane,	1,700.
Belair road, from North avenue to eastern city limits	4,600.
Merryman's lane, from Cedar avenue to Fortieth street, closing	310.
Harford road, from North avenue to eastern city limits	12,450.
Twenty-sixth street, from Huntingdon avenue to Remington avenue	350.
Oak street, from Twenty-sixth to Twenty-ninth streets	1,350.
Garrison avenue, from Clifton avenue to Liberty road	6,100.
Thirty-eight grade crossings for Baltimore & Ohio R. R. Co.,	21,670.
	100,375.0

Aggregating 19 miles.

Streets Opened, Widened and Closed Since May 1, 1906.

Names of Streets.	Feet.	Damages.	Benefits.	Amounts on City.
Addison alley, closed, south of Eagle st. to B. & O. R. R.	250	$714 00	$714 00	.....
Winchester st., opened, Monroe to Fulton ave.	400	6,936 72	3,344 00	$3,592 72
Ostend and Stockholm sts., opened, from Race to Leadenhall sts.	440	12,156 84	6,741 00	5,415 84
Poplar Grove st. (7th st.), opened, from Edmondson ave. to Westwood ave.	5,000	48,807 52	31,218 17	17,589 35
Thirty-first st., opened, from St. Paul st. to York road	1,730	300 33	.....	300 33
Eleventh st., opened, from Edmondson ave. to Frederick road	4,750	32,199 60	6,438 85	25,760 75
York road, opened, from North ave. to city line	10,560	1,329 74	.....	1,329 74
Charles st., opened, from North ave. to city line	10,560	15,000 00	11,218 05	13,781 95
Dukeland st., opened, from North ave. to Beech ave.	1,900	27,517 52	5,282 00	22,235 52
Callow ave., opened, from North ave. to Newington ave.	1,050	2,634 58	2,314 67	319 91
Cokesbury ave., opened, from York road to Kennedy lane	800	19,632 95	5,484 95	14,148 00
Montebello ave., opened, from Cokesbury ave. to B. & O. R. R. Belt Line	1,260	27,267 99	5,233 91	22,034 08
Baker st., opened, from Windsor Mill road to old city limits	2,440	2,242 98	1,237 91	1,005 07
Am't carried forward	41,140	$196,740 77	$79,227 51	$127,513 26

Streets Opened, Widened and Closed Since May 1, 1906—Continued.

Name of Streets.	Feet.	Damages.	Benefits.	Amounts on City.
Am't brought forward.	41,140	$196,740 77	$79,227 51	$127,513 26
Smallwood st., opened, from Franklin to Saratoga sts.....	650	8,781 47	1,408 76	7,372 71
Bentalou st., opened, from North ave. to Lafayette ave.....	3,930	34,759 40	25,177 27	9,582 13
Parkwood ave., opened, from Orem to Whittier ave.....	110	4,365 45	1,868 50	2,496 95
Thirtieth st., opened, from Calvert to the York road.....	1,400	24,953 98	9,691 49	15,262 49
Fifteen-ft. al., opened, from Whitelock st. to al. south of Park Terrace and between McCulloh st. and Druid Hill ave.....	230	488 51	405 00	83 51
Twenty-ft. al., opened from Barclay street north of 25th st.....	80	1,460 18	1,009 50	420 68
Fortieth st., opened, from University Parkway to Roland ave.	2,000	29,668 29	10,635 03	19,033 26
Hudson al., opened, from 25th to 28th sts.	1,380	1,325 25	630 00	695 25
Windsor Mill road, closed, from Fulton ave. to Payson st...	1,130	767 12	767 12	.....
Rose st., opened, from Monument to Madison sts.....	320	4,051 43	2,400 00	1,651 43
Twenty-second street, from Jenkins lane to Garrett ave.....	550	21,063 11	3,874 57	17,188 54
Kennedy ave., opened, from 22nd st. to Curtain ave.....	700	2,147 16	1,497 87	649 29
Garrett ave. opened, from 22nd st. to Curtain ave.....	700	10,890 89	4,727 50	6,163 39
Huntingdon avenue, opened, from 25th to 30th st.....	2,000	1,156 22	160 00	996 22
Am't carried forward	56,320	$342,619 23	$133,510 12	$209,109 11

Streets Opened, Widened and Closed Since May 1, 1906—Concluded.

Name of Streets.	Feet.	Damages.	Benefits.	Amounts on City.
Am't brought forward.	56,320	$342,619 23	$133,510 12	$209,109 11
Friendsbury Place, opened, from Presstman st. to Windsor Mill road.....	100	2,261 65	1,200 84	1,060 81
Hilton st., opened, from Piedmont ave. to Powhattan ave...	1,400	3,667 39	3,219 95	447 44
Keyworth ave., opened, from Reisterstown road to Park Heights ave.....	400	2,266 92	1,102 00	1,164 92
Pratt street, opened, from East Falls ave. to President st.....	150	44,469 48	6,261 80	38,207 68
Morris ave., closed, from Westwood ave. to Hilton st.....	600	710 94	710 94	.....
	58,970	$395,995 61	$146,005 65	$249,989 96

Aggregating 11⅛ miles of streets, at a cost of $395,995.61, of which $146,005.65 was assessed as benefits to the adjacent property owners, and the remaining $249,989.96 placed on the city.

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